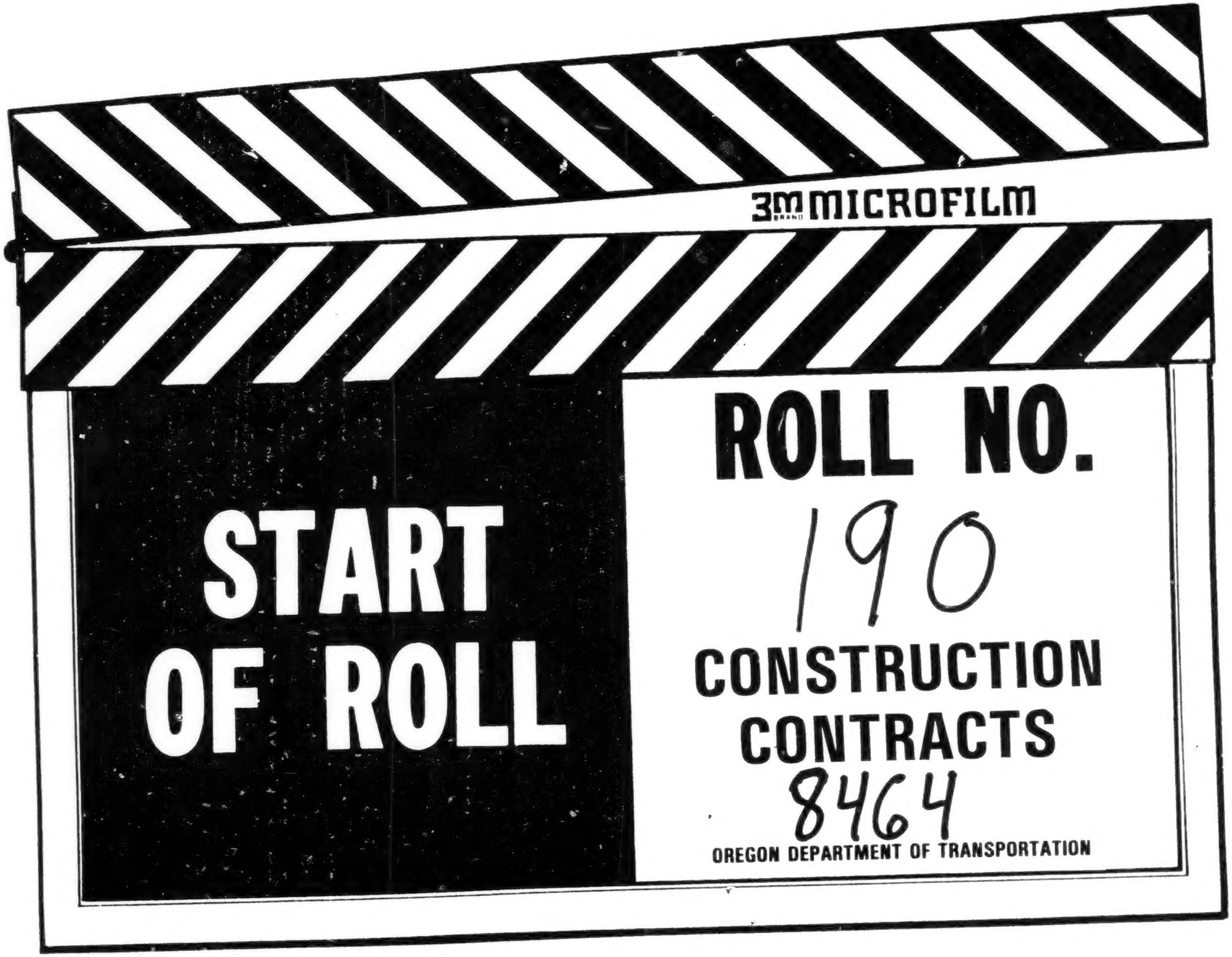
3M BRAND MICROFILM

START OF ROLL

ROLL NO.

190

CONSTRUCTION CONTRACTS

8464

OREGON DEPARTMENT OF TRANSPORTATION

8464 Burchard Cr.-Scott Cr. Sec. 1977
of the Umpqua Hwy.
(Grading & paving)

#.8464 6-9-80 L

☆U. OVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

DIVI ON FILE COPY

S. DEPARTMENT C RANSPORTATION
FEDERAL HIGHWAY DMINISTRATION

AE 3 FAPA
FOE Accts sw

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 6/9/80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-20(2)
COMPLETION DATE 10-14-77	ACCEPTANCE DATE BY CONTRACT AGENCY 10-10-78	TIME ELAPSED 120 %	CONTRACT TIME 180 days
APPROVED EXTENSIONS 10 days	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BURCHARD CREEK-SCOTT CREEK
UMPQUA HWY.
Passing Lanes

The project provided passing bays at two locations consisting of an extra 12 foot lane with 4 foot shoulders.

A ten-day time extension was granted. Liquidated damages were charged for 26 days at $100.00/day.

RECEIVED
STATE HWY ENGR
JUN 24 '80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

6/24
cj

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T Lowe T. P. Lowe		SIGNATURE G. K. Hossner G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 6/18/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8464

L

CON 5
#8464

November 6, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $1,133.76 will be made to J. C. Compton Company on Contract No. 8464 for work on the Burchard Creek-Scott Creek Section of the Umpqua Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $402,389.57 including the post-final payment. Of the total $5,541.31 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
A. Shirley

8464

P

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 20, 1979

FILE: CON 5 #8464

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Burchard Creek-Scott Creek
FAP No. F-20(2)
Contract No. 8464
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

The price adjustment for non-spec Class "C" and Modified Class "C" A.C. mixtures have been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amount P.A. #6	Recomputed Amount
#18 - Class "C" A.C. Mixture	$188.00	$188.00
P.A. #5 - Modified Class "C" A.C.	139.20	274.91
Totals	$327.20	$462.91

The difference in amounts is $135.71. The amount to be credited to the project on a nonparticipating basis is $67.86.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
James Gix
D. W. Greene
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
JUL 23'79
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File
						✓

8464

7

8

December 12, 1978

J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Gentlemen:

Time Extension Request, Contract No. 8464
Burchard Creek-Scott Creek, Douglas County

Reconsideration has been given your request for a time extension on this project. Your request for reconsideration presented no data not considered in the previous decision. Our findings for each item requested are:

1. E.W.O. 1 - Temporary Striping

   This work did not extend the operation nor cause any delay to the project.

2. E.W.O. 4 - Remove and Reinstall Mail Boxes

   The work was completed during normal construction without delay to the project.

3. E.W.O. 6 - Place Loose Riprap

   This work was done by a subcontractor at a time your forces were not present on the project and did not cause undue delay or disruption of construction.

4. E.W.O. 7 - Relocate Waterline

   This work was completed during the normal construction sequence and did not delay the project.

5. P.A. 1 - Furnish and Install Fence

   Fence was constructed on the right-of-way line. Clearing was to the toe of the cut or fill slope, well inside the right-of-way. This work should not have interfered with any of the clearing operations. The work was completed prior to any grading work.

6. Removal of Existing Fence

The fence was removed during the normal clearing operation and caused no delay to the project.

7. Borrow Excavation

A 10 calendar day extension of time was granted due to the increase in quantity of borrow excavation.

Based on these findings, the original time extension of 10 calendar workdays is affirmed. Should you have additional data relative to this matter, it should be transmitted to the resident engineer for his review.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
D. W. Greene

#8464 11-78 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Access No.: 1-800-452-7813
Extension No. 5034

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8464

This project has been finalled. The $20,000.00 deposit in lieu of retainage may be released or transferred to other projects.

Contract 8721:

Retainage requirements on this project have been reduced to $10,000.00. There presently is $40,000.00 deposited for this project. $30,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

NOTED
C. W. HEAD

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

8464

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
1849½ Garden Ave.
Eugene, Or. 97403

Oct. 30, 1978

J. C. Compton Co.
P.O. Box 86
McMinnville, Or. 97128

Time Extension Request
Burchard Cr.-Scott Cr.
Umpqua Hwy.
Douglas County
Contract. No. 8464

Gentlemen:

Thank you for your letter dated October 26, 1978 requesting reconsideration by the State Highway Engineer of your request for a time extension on the Burchard Creek - Scott Creek project, Contract No. 8464.

Your request is being forwarded for reconsideration by the State Highway Engineer.

Very truly yours,

D W Greene
D. W. Greene
Resident Engineer

DWG:wn
BC: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr. - We are compiling a listing of the actual time worked by the Prime Contractor, when completed will forward.

RECEIVED
STATE HWY ENGR
OCT 31 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 81-734 3123

#8464

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86 McMINNVILLE, OREGON 97128

October 26, 1978

D. W. Greene, Resident Engineer
Oregon State Highway Division
1849½ Garden Avenue
Eugene, Oregon 97403

RE: OSHD Contract #8464
Burchard Creek—Scott Creek

Dear Mr. Greene:

Receipt of October 23, 1978 of your letter dated October 26, 1978 is acknowledged. The letter denied the request for additional time on the referenced contract.

We still maintain that the 36 days required to complete the E.W.O. and P.A.'s is an addition to the original contract and should so be allowed. The 36 days could not have been contemplated and consequently were not included in the original 180 days allowed in the contract.

We are requesting reconsideration by the State Highway Engineer. If the reconsideration is not favorable to us, by this letter we ask a hearing be scheduled with the appropriate board or commission.

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

cc: H. S. Coulter

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

September 5, 1978

Emerson B. Page
J. C. Compton Company
P. O. Box 86
McMinnville OR 97128

Dear Mr. Page:

I have a copy of your letter to Ron Busey of August 28, 1978 requesting a response to your letter of April 25, 1978. I agree with Ron Busey that your letter of April 25, 1978 did not ask for any specific action nor did it require a response.

Since you feel it is necessary, I will respond that I do not agree with your conclusions.

1. The state was damaged by the prolonged time in additional engineering costs and poorer quality of work done late in season.
2. The timeliness of the administration of a consent to a subcontract had no real bearing on the prosecution or completion of this contract.
3. The purpose of a time limit is to produce a product within the time limit specified. Road users were denied the use of a completed facility for 46 days in this instance.

If the analysis sent to you by Mr. Busey does not answer your questions, I would assume you intend to pursue the matter in a different form since the request for time extension was denied.

J.C. COMPTON CO.
RECEIVED
SEP 7 1978

Cordially,

JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc C. T. Keasey
Ron Busey

8464

October 16, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On October 12, 1978, we wrote to you concerning release of final payment on Contract No. 8464 awarded to J. C. Compton Co. for work on the Burchard Creek-Scott Creek Section of the Umpqua Highway in Douglas County.

Final payment on this contract is $968.90 and the total contract amount is $401,255.81 including $5,541.31 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
Alfred Shirley

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
1849½ Garden Ave.
Eugene, Or. 97403

NOTED
H. S. COULTER

RECEIVED
OCT 1[illegible] 1978
TE
ES | RSR
ENV | FAE

Oct. 10, 1978

J. C. Compton Co.
P.O. Box 86
McMinnville, Or. 97128

Burchard Cr.-Scott Cr.
Umpqua Highway
Douglas County
Contr. No. 8464

Gentlemen:

The following information is being forwarded as per your request by letter dated September 25, 1978.

1. Enclosed is a copy of the Mix Design for the C.T.B. for the subject project, please note this mix design was originally sent to your office in May 1977.

2. Attached is a copy of the daily cement report. We were unable to determine the quantity of cement used Sept. 8, 1977 as a cement truck was unloading all day and didn't finish until Sept. 9, 1977. The cement content for the two days was determined and averaged for the two days production. This same thing happened Sept 16 & 17 with the two days quantity of cement being averaged for those two days production of C.T.B.

Our records indicate that Mr. Hoffman was advised to increase the cement feed on Sept. 7, considerable time was spent Sept. 10 to calibrate the Ramsey scales, attempts were made to calibrate the system Sept. 12, Ramsey technician on the project to calibrate the system Sept. 13, Ramsey technician on project Sept. 14 to calibrate the system. This certainly indicates that the inspector was advising Mr Hofman and your plant operator of the problem, or they wouldn't have attempted to adjust the system Sept. 10 & 12, and had the Ramsey technician on the project Sept. 13 and 14.

(more)

3. As to my authority to assess a penalty for failure to comply with the specifications your attention is directed to section 105.03 and 308.11 of the Standard Specifications for Highway Construction - Oregon 1974. I am also attaching a copy of the instructions on how to compute the above mentioned penalty.

Your penultimate paragraph request supporting data to confirm that the salem Lab tests and field measurements of cement contents correlate.

Attached is a copy of the Summary of FailinggTest Results for C.T.B. which was submitted to your office Feb. 23, 1978 and copies of the Salem Lab reports # 77-11149, 77-11450 and 77-11707 for Field Compacted Cement Treated Base which were sent to your office in Sept. 1977.

By comparing the data in the above listed documents you will find that the information contained is compatable.

Very truly yours,

D. W. Greene
Resident Engineer

DWG:wn
cc: Alfred Shirley, Jr.
attach.
Const.

#8464

8

DEPARTMENT OF JUSTICE

Memorandum

TO: Warren Richards
Construction Office Engineer

DATE: October 3, 1978

FROM: Jack Sollis

SUBJECT: Wage Withholdings, J. C. Compton Company Contract #8464

RECEIVED
OCT 5 1978
CONSTRUCTION BRANCH
Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards W
Berg
Inlow
Widmer
Gebauer
Church

I have just received a letter from Emerson B. Page relating to the withholding of payments to J. C. Compton on this contract because he had not complied with the wage provisions as specified in the contract.

The provisions of ORS 279.350 control. It provides in part, "When a contractor or subcontractor is a party to a statewide collective bargaining agreement in effect with any labor organization, the rate of wages provided for in the agreement shall be considered to be the prevailing rate of wages to be paid to the workers of that contractor or subcontractor in the locality and employed upon a public work."

copy 8
[illegible]

Therefore, even though the contract had specified, the contractor was required to pay minimum "wages" as provided in the contract if the contractor or subcontractor was a party to a statewide collective bargaining agreement, it would control as to the prevailing wage paid by that particular contractor or subcontractor on that particular job. The Attorney General's opinion that is in the process, has concluded that "minimum wages" and "prevailing wage" mean the same thing. As soon as the opinion comes out we will very likely change our specifications to clarify this matter. If you have any questions on this just give me a call.

jb

XC: H.S. Coulter ✓
Jim Gix
Doug Greene — If the contractor has satisfied all other contract requirements, I suggest you make out a third notification effective the date he submitted last of paper work & performed clean-up.

W. Richards

RECEIVED
STATE HWY ENGR
OCT 09 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8464 9

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

NOTED
H. S. COULTER

September 5, 1978

RECEIVED
STATE HWY ENGR
SEP 6 '78
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

Please discuss —

D. W. Greene, Resident Engineer
Oregon State Highway Division
1849½ Garden Avenue
Eugene, Oregon 97403

RE: Burchard Creek—Scott Creek
Contract No. 8464

Dear Sir:

Although the State Highway Engineer, H. S. Coulter, has the final recommendation for granting/or denying workday extension he still advises us to "contact the Resident Engineer or the Region Engineer" if we have additional questions. As a consequence, we are requesting that this letter be considered further amplification and that it become part of our original request for an increase of 30 calendar days.

Please refer to your April 19, 1978 memo to the Region Engineer. You show a total of 36 days being involved in extra work additional to the original contract as bid.

The purpose of the day-count in the contract is to provide a method to expedite the completion of the contract within a certain period. The calendar day-count could just as well be considered a particular date after the start of the day-count. Considering the fact the day count started on March 1, it can readily be determined that August 27 would be the last day or the required completion date. The day-count, however, is used because of the flexibility. Due to extra work and holidays that occur, the number of days to do this work can be inserted or added.

When we entered into this extra work and price agreements we were lax in not insisting on additional days. The original work in the contract allowed us to use 180 calendar days. At that point in time our original contract as bid should have been completed. By your action of adding to the work we should be allowed extra time on the end of the contract. We should not be penalized for such after-thoughts.

The fence and gate operation in itself interrupted our clearing operation and caused us damage due to the rain that followed and prevented the resumption of clearing. This 14 day operation is an example of stopping an operation to do work not in the original contract.

We are hard put to see how you can possibly deny our request. Please reconsider.

Sincerely,

J. C. COMPTON COMPANY

By: E. B. P.
Emerson B. Page

EBP:ca

cc: H. S. Coulter
Carroll Keasey
James Cix

#8464

9

July 20, 1978

H. S. Coulter to Hon. J. A. Redden

re Interpretation of ORS 279.350 and 279.352

Contract Minimum Wage Rates, Burchard Cr. - Scott Cr. Umpqua Highway, Contract 8464

SEE: LEG 8

8464

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 973

May 25, 1978

RECEIVED
STATE HWY ENGR
MAY 26'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

Attn: John Loosley

Re: Burchard Cr.-Scott Cr.
Contract 8464
Contract Minimum Wage
Underpayment

Gentlemen:

Pursuant to your May 22, 1978 letter, I have referred to the Master Labor Agreement (6/1/75 - 5/31/80). You are correct that Reedsport is listed as a dispatch point; however this is not the instrument applicable to the minimum hourly wage to be paid for work performed on the referenced contract.

The "Prime Contract" pages (a) thru (w), titled "Schedule of Minimum Hourly Wage Rates" are applicable to your subcontract obligation. On page (t), "Zone Definitions" are defined from the City Hall of the largest city in the county. The largest city in the county is Roseburg. Roseburg is 48 plus miles from the project, which qualifies as Zone "E". Your attention is also directed to the last paragraph on page (w).

As we have indicated in previous correspondence, final contract payment will be delayed until this restitution is made.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Gareld Inloes
EEO & Labor Compliance
Officer

NOTED
H.S COULTER

GI:mk

cc: J. C. Compton Co.
Alfred Shirley, Jr.
D. W. Greene

bc: H. S. Coulter
Jack Sollis
C. W. Head
Contract Payments

ROADS AND STREETS • KING LOTS • DRIVEWAYS EXCAVATION AND GRADING

ROSEBURG PAVING CO.

503/679-6744
Hiway 99 South • P. O. Box 1427
ROSEBURG, OR 97470

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
RECEIVED
MAY 24 1978
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

May 22, 1978

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Gareld Inloes

Re: Burchard Creek-Scott Creek
Contract 8464

Gentlemen:

Your calculations sent to us for the so called wage underpayment on the above job show that they have been made based on Zone "E". If you will refer to the master labor agreement effective June 1, 1975 to May 31, 1980, Reedsport is considered as a dispatch point. This job should therefore be Zone "B", which would mean our rate of pay is adequate.

Yours very truly,

John Loosley

vc

cc: J. C. Compton Company
Alfred Shirley, Jr.

8464 .

8

May 17, 1978

J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Gentlemen:

Time Extension Request
Burchard Creek-Scott Creek
Contract No. 8464

Your request for an increase of 30 calendar workdays in which to complete this project has been carefully reviewed. An increase of 10 calendar workdays is granted due to the increased quantities of borrow excavation and the aggregate impact of extra work performed under the contract.

No time is provided for the removal and disposal of existing fence. This will leave 26 calendar workdays of time liquidated damages in effect on this contract.

Should you have additional questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:mk ia

bc C. T. Keasey
Alfred Shirley, Jr.
D. W. Greene
Robert Church
Richard Hacek

RECEIVED
STATE HWY ENGR
MAY 16 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 12, 1978

FILE:

O. B. Jackmond

FROM: O. B. Jackmond
Contract Admin. Engr.

SUBJECT: Time Extension Request
Burchard Creek-Scott Creek
Contract No. 8464

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, J. C. Compton Co., has requested an increase of 30 calendar work days. Pertinent contract time data is as follows:

Date of Award	January 12, 1977
Work Day Count Started	March 1, 1977
Work Started	March 7, 1977
Completion Date	October 14, 1977
Calendar Work Days Used	216

The contractor requests eight (8) days due to work performed on four separate Extra Work Orders and 14 days for work done under a Price Agreement. He also requests an increase of seven (7) days due to the over-run of borrow excavation and seven (7) days for removal and disposal of an existing fence.

Work involved under the Extra Work Orders was temporary striping, removal and reinstallation of mail boxes, the placing of loose riprap, and the relocation of a domestic water line. All of this work was accomplished during the normal routine of construction on the project without delay to the contractor.

Work done under the Price Agreement was the furnishing and installing of some 6,540 lin. ft. of Type 2 fence. This work was accomplished by a subcontractor early in the project and did not interfere with the contractor's clearing and grubbing operations which were in progress at that time. Therefore this work did not delay the project.

The borrow excavation item on the project indeed did over-run significantly - 139% above plan quantity. This did affect the contractor's operation. An increase of seven (7) calendar work days should be granted for this purpose.

The time claimed by the contractor for removal and disposal of the existing fence should not be granted since this work was included in the project and paid for under the lump sum bid item, removal of structures and obstructions.

From the above analysis, it is concluded that the contractor should be given seven (7) work days due to the over-run in the borrow excavation quantities. Extending the seven (7) work days to a calendar work day equivalency would result in the granting of 10 additional calendar work days ($\frac{7}{5}$ x 7 = 9.8). Even though we see no conflict that was created in performing the extra work required on the project, an additional evaluation of the total project over-run, including extra work, shows that over-run to be 5.8% of work required of the contractor. Applying this as a straight line percentage to the calendar work days provided in the original contract yields a result of 180 x 1.058 = 190 or an increase of 10 calendar workdays. It is therefore recommended that a time extension of 10 calendar work days be granted on this project. This will leave 26 days of time liquidated damages in effect.

A rough draft reply to the contractor is attached. This is a federal-aid project and concurrence of FHWA is not required.

OBJ:mk

Attach.

cc: James J. Gix
D. W. Greene
Bob Church

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 2, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 216 days, within which to complete our Contract No. 8464, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See atached sheet.

Respectfully submitted,

J C COMPTON CO.
Contractor

By ....

CONSENT OF SURETY

Date February 6, 1978

We, The Travelers Indemnity Company ....

.............................., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H T Duren
H. T. DUREN Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1929 Georgia Building
Portland, Oregon

By Ethel Wolf
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8464 Contractor J. C. Compton Co.

Highway Umpqua

Section Burchard Creek - Scott Creek

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Ten (10) days granted due to increased quantities of borrow excavation and impact of extra work.

Recommended for Approval:

Regional Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8464
Project designation F-20(2) State-Federal
Date awarded Jan. 12, 1977
Work started March 7, 1977
Per cent completed Sept. 8,77 (Date) 38%
No. of Workdays Allowed 180
No. of Workdays Used 216
No. of Added Workdays Requested 30

SP*07860-734

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86
McMINNVILLE, OREGON 97128

February 2, 1978

Doug Greene, Res. Eng.
1849½ Garden Ave.
Eugene, OR 97403

RE: Liquidated Damages
Burchard Cr.-Scott Cr.
OSHD Contract #8464

Dear Sir:

We are asking relief from liquidated damages in the amounts and for the reasons given below:

2 days each-	EWO nos 1, 4, 6, &7
7 days	Increased borrow exc. (239% of plan quantity) and general exc. not as depicted on the plans, i.e. extensive sub-excavation and laying slopes back to generate fill material when the same slopes had already been cut to grade.
14 days	Installation of 6540 lin. ft. on access control fence and 2 metal gates- an extension to the contract covered under Price Agreement No. 1
7 days	Removal and disposal of existing fence, this item not covered under the contract and we received no compensation for work done on this item.

Your prompt consideration of this request will be greatly appreciated.

Sincerely,

J C COMPTON CO

By Donald Hoffman
Donald Hoffman

DH/mgd

8464

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 19, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Re: Contract Minimum Wage Rates
Burchard Cr. - Scott Cr.
Umpqua Highway
Contract 8464

Gentlemen:

Your firm, as well as two of your subcontractors, have not complied with the minimum wage rates specified by the subject contract provisions. Apparently there is a misunderstanding on your part as to the minimum rates appropriate for the project. This misunderstanding may be a result of a provision of Oregon's "Little Davis-Bacon Act". ORS 279.350 allows a state-wide collective bargaining agreement to set the prevailing rate of wage for a contractor who is a signatory to the agreement.

Please note that the law states that the workers upon all public works shall be paid not less than the prevailing rate.

Subsection 107.04 of the Standard Specifications states that ..."The minimum hourly rate of wage, not less than the prevailing rate of wage, ... shall be as set forth in the Schedule of Minimum Hourly Wage Rates bound with the special provisions". There is nothing in the Schedule of Minimum Hourly Wage Rates providing for preferential treatment of union or non-union contractors. The Schedule does provide for payment of the higher of any wage rate that conflicts with other minimum rates included in the contract provisions.

I believe that after reviewing Subsection 107.04 of the Standard Specification for Highway Construction you will agree that you and two of your subcontractors have not complied with the wage rate requirements of the contract.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
APR 21 '78
REFER TO
FOR
File
A.L
Sign
D/R
R/D
Inves
Info

I understand that one of the subcontractors is not a signatory to a state-wide labor agreement and therefore may be in violation of State law as well as the contract provisions.

A list of the employees who were underpaid and the amount of underpayment for each is attached. The total underpayment is $1,462.00. At least twice this amount will be retained until restitution is made and supplemental payrolls received.

Very truly yours,

Gareld Inloes
Labor Compliance Officer

By Warren Richard
Warren Richards
Construction Office
Coordinator

WR:mk

Attach.

cc: Travelers Indemnity Co.
Hanson & Rowland, Inc. of Oregon
Hopsing Construction Co.
Roseburg Paving Company
Alfred Shirley, Jr.
D. W. Greene

bc: H. S. Coulter
Jack Sollis
C. W. Head
Contract Payments

UNDERPAYMENT OF CONTRACT MINIMUM WAGE
BURCHARD CR.-SCOTT CR.
CONTRACT 8464
J. C. COMPTON CO.

1.	R. H. Adams	$62.30	20.	R. J. Hunt	$ 6.84
2.	C. E. Audahl	20.40	21.	D. S. Jacobsen	1.49
3.	H. O. Blaylock	22.97	22.	J. E. Kalista	23.33
4.	D. R. Boyer	26.66	23.	C. S. Lingo	0.68
5.	J. M. Campbell	9.87	24.	C. A. Martin	76.56
6.	W. Case	47.16	25.	C. McCormick	1.49
7.	C. W. Craig, Jr.	3.54	26.	J. C. McCory	216.81
8.	V. E. Christensen	8.62	27.	G. N. McIntosh	42.51
9.	R. E. DeGraff	36.17	28.	P. Moen	0.72
10.	M. H. Dirkx	32.63	29.	M. J. O'Brian	10.32
11.	V. H. Doty	33.38	30.	M. J. Perkins	49.24
12.	S. A. Driver	5.92	31.	E. E. Parnell	57.51
13.	D. W. Engle	49.85	32.	S. E. Rambo	18.19
14.	J. Fennell	1.16	33.	K. B. Reiber	20.40
15.	B. E. Harris	33.15	34.	J. M. Senecal	8.30
16.	T. W. Hescock	2.51	35.	L. T. Sumner	11.52
17.	R. W. Hewitt	5.16	36.	D. K. Sutton	31.33
18.	S. W. Hostetler	35.16	37.	C. G. Williams	25.78
19.	J. P. Hughes	6.58	38.	H. E. Blaylock	13.41
				TOTAL	$1,059.62

UNDERPAYMENT OF CONTRACT MINIMUM WAGE
BURCHARD CR.-SCOTT CR.
CONTRACT 8464
HOPSING CONSTRUCTION CO.

1.	L. Chapman	$ 4.04	3.	Joe Flores	$ 10.08
2.	Jim Flores	10.08	4.	G. L. Weathers	5.14
				TOTAL	$ 29.34

UNDERPAYMENT OF CONTRACT MINIMUM WAGE
BURCHARD CR.-SCOTT CR.
CONTRACT 8464
ROSEBURG PAVING CO.

1.	J. Andrews	$45.89	5.	S. Gregory	$ 41.95
2.	G. Bilyeu	45.07	6.	F. Parker	43.78
3.	J. Duncan	49.78	7.	K. R. Tate	43.12
4.	M. Garrett	48.13	8.	C. Thacker	55.32
				TOTAL	$373.04

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BURCHARD CR.-SCOTT CR.
CONTRACT 8464
J. C. COMPTON CO.

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18.	S. W. Hostetler	35.16
19.	J. P. Hughes	6.58
20.	R. J. Hunt	$ 6.84
21.	D. S. Jacobsen	1.49
22.	J. E. Kalista	23.33
23.	C. S. Lingo	0.68
24.	C. A. Martin	76.56
25.	C. McCormick	1.49
26.	J. C. McCory	216.81
27.	G. N. McIntosh	42.51
28.	P. Moen	0.72
29.	M. J. O'Brian	10.32
30.	M. J. Perkins	49.24
31.	E. E. Parnell	57.51
32.	S. E. Rambo	18.19
33.	K. B. Reiber	20.40
34.	J. M. Senecal	8.30
35.	L. T. Sumner	11.52
36.	D. K. Sutton	31.33
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6.	F. Parker	43.78
7.	K. R. Tate	43.12
8.	C. Thacker	55.32
	TOTAL	$373.04

4-1-78

NARRATIVE REPORT

Burchard Creek - Scott Creek Section

Umpqua Highway

Douglas County

Contr. No. 8464

REFERRED TO
___Beard___ ___Dorn___
I ___Col___ WEC ___Sample___
___Eriksen___ ___Watson___
___Hager___ ___Lou___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

___Versteeg___
I ___Christensen___ Doc
___George___
___Olson___
___Terpin___
___Sullivan___ copy
___Scott___
___Savage___

RECEIVED
APR 1 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

Letter of acknowledgement needed. Doc

The contract was awarded on January 12, 1977 with 180 Calenday Workdays.

The Prime Contractor came onto the project in early March and did the clearing, returned in May and blackberries had grown up again so cleared them again and started the excavation , worked until the end of June then left the project and didn't return until the middle of August to complete the excavation etc.

Clearing, grubbing and grading operations were carried out basically as one operation, after intermittant attempts at clearing work area.

The Sub-contractor Hop Sing came onto the project in March, constructed the fence which was a right of way obligation consequently on a Price Agreement. He then returned the last part of April to construct the box culvert extensions which were made without any construction problems, other than the placing of rip rap at the outlet end of the 4 x 4 RCBC at sta. 472+90.

Drainage, a G2MA inlet was constructed by Price Agreement as extension of existing 18-inch culvert pipe plan length would not accomodate drainage from adjacent steep terrain as inlet ditch could not be constructed. A random fill was constructed and ditched to inlet.

A grouted rip rap crown and inlet ditch was constructed as Extra Work to eliminate an existing maintenance problem. Existing cut slope had become severly eroded by runoff from natural waterway off adjacent hillside.

Some difficulty was experienced with the Cement Treated Base material, this could perhaps have been due to the intermittent operation of the plant. Cement to aggregate feed was erratic throughout most of the operation, this could be attributed to fluctuation of the power supply. As calibration of the interlocking system & belt scales was done with no load on the generating

(more)

equipment after a load was applied could have been the problem.

A price adjustment was made for cement content but it is felt that the end product will be satisfactory for the use intended.

Class "C" & Class "C" Modified mixture was supplied by Roseburg Paving Co. under a sub-contract. A price adjustment was made for material that did not meet mix design tolerances.

An ample amount of workdays was allowed for completion of the project but due to other commitments by the contractor an excess of 36 Calendar Workdays was required for completion of the project.

OREGON STATE HIGHWAY DIVISION

Section: Burchard Creek - Scott Creek
Highway: Territorial
County: Douglas

Contract No. 8464
F.A. No. F-20(2)
Prefix: 10-1068

	ORIGINAL AUTHORIZATION	SEMI-FINAL ESTIMATE	% OVERRUN OR UNDERRUN
Contract Amount	$ 379,016.75	$ 388,582.05	+ 2.5
Anticipated Amount	6,600.00	3,214.39	- 51.3
Contingencies	17,352.75	16,590.67	- 4.4
Engineering	34,705.51	65,844.00	+ 89.7
Liquidated Damages	0	-3,600.00	+100.0
Total Based on Orig. Authorization	437,675.01	470,631.11	+ 7.5
Amount of Expected Overrun Requested	30,181.13		
Final Totals	467,856.14	470,631.11	+ 0.6

EXPLANATION OF OVERRUNS AND UNDERRUNS

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN OR OVERRUN
(1)	Furnishing Field Lab.	each	1	1	0
(2)	Mobilization	Lump Sum	100%	100%	0
(3)	Temp. Protection & Direct. of Traffic	Lump Sum	100%	100%	0
(4)	Temporary Signs Required for safety of traveling public.	Sq.Ft.	420	498.4	+19
(5)	Temporary Barricades	each	4	4	0
(6)	Flagmen Required for safety of traveling public.	Hours	700	939.5	+34
(7)	Pilot Car Not required.	Hours	40	0	-100
(8)	Clearing and Grubbing	Lump Sum	100%	100%	0

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN OR OVERRUN
(9)	Removal of Structures & Obstructions	Lump Sum	100%	100%	0
(10)	Borrow Excavation	Cu.Yd.	2,245	5,362.59	+139
	This item was underestimated, some slopes were flattened and the material shrunk more than anticipated.				
(11)	General Excavation	Cu.Yd.	13,350	13,516.53	+ 1
(12)	Trench Excavation	Cu.Yd.	55	95.95 ~~102.26~~	+74 ~~+86~~
	Pipe installation at 310+34 and two box culverts required more than anticipated.				
(13)	Finishing Roadbed & Slopes	Lump Sum	100%	100%	0
(14)	Watering	M-Gal.	300	29.2	-90
	All required.				
(15)	Treated Base Mixture	Ton	7,820	6,716.25	-14
	All required.				
(16)	Cement in Treated Base Mixture	Ton	430	276.61 ~~279.33~~	-36 ~~-35~~
	The specified amount was not incorporated into the project.				
(17)	1"-0 Aggr. Base	Ton	6,550	7,133.84	+9
	Amount required.				
(18)	Class "C" Asphalt Concrete Mixture	Ton	2,400	3,214.85	+34
	Amount required, additional material for patching & driveways.				
(19)	Class "B" Asphalt Concrete Mixture	Deleted by P.A. # 5			
(20)	Asphalt Cement in Mixture	Ton	330	387.52 ~~[illegible]~~	+17 ~~+16~~
(21)	Portland Cement or Lime Add. in Cl."B" Mixture	Ton	25	24.9	-1
(22)	Asphalt in Tack Coat	Ton	5	11.31	+126
	Additional material required, original estimate in error.				
(23)	Concrete in Box Culverts	Cu.Yd.	67	61.79	-8
(24)	Reinforcement in Box Culvert	Lbs.	8,500	8,458.4	0
(25)	12-inch Culvert Pipe	Lin.Ft.	158	232 ~~[illegible]~~	+47 ~~+43~~
	Amount required to provide adequate drainage.				

ITEM	DESCRIPTION	UNIT	ORIG. EST.	FINAL QUANTITY	% UNDERRUN OR OVERRUN
(26)	18-inch Culvert Pipe	Lin.Ft.	101	123	+22
	Amount required to provide adequate drainage				
(27)	24-inch Culvert Pipe	Lin.Ft.	27	28	+4
(28)	Guard Rail Type 2	Lin.Ft.	500	500	0
(29)	Guard Rail Type 2A	Lin.Ft.	350	375	+7
(30)	Guard Rail Anchors Type I	each	6	6	0
(31)	Rail End Pieces Type "C"	each	6	6	0
(32)	Extra for Asphalt Approaches	each	8	9	+13
	One more approach than estimated.				
(33)	Delineators	each	36	38	+6
(34)	Roadside Seeding & Mulching	Acre	3	6.1 ~~5.9~~	+103 ~~+97~~
	Original estimate in error.				
	Price Agreements				
P.A. # 1 (A)	Type II Fence	Lin.Ft.	6,600	6,540	-1
(B)	Metal Gates	each	2	2	0
P.A. # 2	Concrete in Box Culverts (Documentary only)				
P.A. # 3	Construct Type G-2MA Inlet	Lump Sum	100%	100%	0
P.A. # 4	Credit to State (Contractor obtain borrow source)* * Price Agreement was never approved by Contractor.				
P.A. # 5	Delete B.I. # 19 Class "C" Mod. A.C.	Ton	2,500	2,473.905	-1
	Orders for Extra Work				
EWO # 1	Temp. pavement striping		200.00	806.56	+303
EWO # 2	On-The-Job-Training All performed.		800.00	313.60	-61

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN OR OVERRUN
EWO # 3	State responsibility for damages Not needed.		$1,000.00	0	-100%
EWO # 4	Remove & Reinstall Mailboxes All required.		$ 150.00	$ 171.86	+15
EWO # 5	Grouted RipRap		$2,600.00	$3,021.56	+16
EWO # 6	Place Loose RipRap Class 100 Amount required.		$ 720.00	$ 529.00	-27
EWO # 7	Relocate 1" Water Line		$ 750.00	$ 723.31	-4

Price Agreements (continued from Page 3)

P.A. # 6 - Price Adjustment - Cl. "C" & Cl. "C" Modified A.C. Mixture	$ -327.20
P.A. # 7 - Price Adjustment - Cement in Treated Base	$-2,733.90

8464

8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burchard Cr.-Scott Cr.		WEEK ENDING: April 1, 1978
		SECTION PREFIX: 10-1068
	HIGHWAY: Umpqua	COUNTY: Douglas
NAME OF JOB: Burchard Creek - Scott Creek	KIND OF WORK: Grading & Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 8464	FEDERAL AID PROJECT NUMBER: F-20(2)
DATE OF CONTRACT: Jan. 12, 1977	DATE WORK STARTED: March 7, 1977	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR Workdays 180	CALENDAR DAYS USED 216
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 120
PROJECT AUTHORIZATION: $ 437,675.01		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 402,969.50	ENGINEERING AUTHORIZATION $ 34,705.51	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 408,856.14	ENGINEERING COST TO DATE $ 65,844	
ESTIMATED PERCENT: OVERRUN 1.5 %	This week 91 PERCENT OF AUTHORIZATION 190 %	DATE PROJECT WAS COMPLETED: Oct. 14, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	Project Complete						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.28	1.28			1.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.28	1.28			1.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,600 CY	14,800 T			5,200 T
TOTAL QUANTITIES CORRECTED TO DATE	18,960	13,850			5,689
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Project Complete			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 3 1978
CONSTRUCTION
BRANCH

Keesey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project Complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted on March 31, 1978.
This will be the last report.

SIGNED D. W. Greene, Res. Engr. LOCATION Eugene, Or.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8464

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-6		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
MODIFICATION NUMBER 1	1-4-78	Project Number F-20(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 25, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$433,589	$481,800
Federal funds	$372,019	$413,380
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of January, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By E G Hunter

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

GEN. FILES

Oregon State Highway Division
Salem, Oregon, December 30, 1977

Federal Aid Project
No. F-20(2)

Burchard Creek - Scott Creek Section
Umpqua Highway
Douglas County

Revised Project Agreement Estimate.

Type Code Y008
Roadway (Sta. 287+00 to Sta. 320+00) (Sta. 465+00 to Sta. 498+00)

Subtotal on previous Estimate of January 18, 1977 $382,016.75

PREVIOUS ESTIMATE

Flagmen	700	Hour	16.00	$ 11,200.00
Borrow Excavation	2,245	Cu. Yd.	1.75	3,928.75
1"-0 Aggregate Base	6,550	Ton	8.50	55,675.00
Class "C" Asphalt Concrete Mixture	2,400	Ton	16.00	38,400.00
Asphalt Cement in Mixture	300	Ton	80.00	26,400.00
				$135,603.75

REVISED ESTIMATE

Flagmen	925	Hour	16.00	$ 14,800.00
Borrow Excavation	5,360	Cu. Yd.	1.75	9,390.00
1"-0 Aggregate Base	7,130	Ton	8.50	60,605.00
Class "C" Asphalt Concrete Mixture	3,210	Ton	16.00	51,360.00
Asphalt Cement in Mixture	380	Ton	80.00	30,400.00
PA 1 Type II Fence	All	Required		11,550.00
				$178,095.00

Increase	$ 42,491.25
Subtotal	$424,508.00
Engineering	57,292.00
TOTAL	$481,800.00

Length of Roadway - - - - - 0.00

Federal Funds (85.8%)	$413,380.00
State Funds	68,420.00
	$481,800.00

Group 1 - 100 percent

Contract No. 8464

Prefix 10-1068

8464

45

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
1-111

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-25-77

State OREGON
County DOUGLAS
Project No. F-20(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
SR 38, 4.7 mi. E. of Scottsburg, E. 4.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12/15/76	

OTHER *(Specify)*

FUNDS Pro rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 433,589.00	$ 372,019.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E. J. Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator JAN 25 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 18, 1977

FEDERAL AID PROJECT
No. F-20(2)

Burchard Creek-Scott Creek Section
Umpqua Highway
Douglas County

Project agreement estimate

Type Code Y008
Roadway (Sta. 287+00 to Sta. 320+00) (Sta. 465+00 to Sta. 498+00

Furnishing Field Laboratory	1 only	1,000	$ 1,000.00
Mobilization	All Required		11,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	420 Sq. Ft.	5.00	2,100.00
Temporary Barricades	2 only	100.00	200.00
Flagmen	700 Hour	16.00	11,200.00
Pilot Car	40 Hour	24.00	960.00
Clearing and Grubbing	All Required		3,500.00
Removal of Structures and Obstructions	All Required		1,000.00
Borrow Excavation	2,245 Cu. Yd.	1.75	3,928.75
General Excavation	13,350 Cu. Yd.	1.75	23,362.50
Trench Excavation	55 Cu. Yd.	10.00	550.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	300 M-gal.	13.00	3,900.00
Treated Base Mixture	7,820 Ton	10.35	80,937.00
Cement in Treated Base Mixture	430 Ton	65.00	27,950.00
1"-0 Aggregate Base	6,550 Ton	8.50	55,675.00
Class "C" Asphlat Concrete Mixture	2,400 Ton	16.00	38,400.00
Class "E" Asphalt Concrete Mixture	2,500 Ton	16.50	41,250.00
Asphalt Cement in Mixture	300 Ton	80.00	26,400.00
Portland Cement or Lime Additive in Class "E" Mixture	25 Ton	75.00	1,875.00
Asphalt in Tack Coat	5 Ton	150.00	1,875.00
Concrete in Box Culverts	67 Cu. Yd.	180.00	12,060.00
Reinforcement in Box Culverts	8,500 Lb.	1.00	8,500.00
12-inch Culvert Pipe	158 Lin. Ft.	10.00	1,580.00
18-inch Culvert Pipe	101 Lin. Ft.	15.00	1,515.00
24-inch Culvert Pipe	27 Lin. Ft.	18.00	486.00
Guardrail, Type 2	500 Lin. Ft.	6.00	3,000.00
Guardrail, Type 2A	350 Lin. Ft.	7.25	2,537.50
Guardrail Anchors, Type 1	6 only	300.00	1,800.00
Rail End Pieces, Type C	6 only	180.00	1,080.00

Extra for Asphalt Approaches	8 only	125.00	1,000.00
Delineators	36 only	20.00	720.00
Roadside Seeding and Mulching	3 Acre	600.00	1,800.00
			$379,016.75
Anticipated Items			
Permanent Pavement Striping (S.F.)		All Required	500.00
State Construction Striping (S.F.)		All Required	200.00
Temporary Erosion Control	All Required		2,500.00
On-the-Job Trainees (1 at $800)	All Required		800.00
			$ 3,000.00
	Subtotal		$382,016.75
	Engineering		51,592.25
	TOTAL		$433,589.00

Length of Roadway 0.00

Work Retained in Program Status
(Not included in totals below)

Permanent Signing	All Required	$ 1,600.00
FP → Federal Funds (85.80%)		$372,019.00
State Funds		61,570.00
	TOTAL	$433,589.00

Group 1 - 100 percent
Contract No. 8464
Prefix 10-1068

Burchard Creek-Scott Creek Section
Nonparticipating-State Work

State Responsibility for Damages All Required	$ 1,000.00

8464

DATE: December 23, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Burchard Cr.-Scott Cr. Section
Contract No. 8464

A 6.9 percent overrun has occurred on this project. This was a Primary Federal-aid project for third lane widening and overlay paving on two sections of the Umpqua Highway totaling 1.28 miles. The contractor was J. C. Compton Company and the work is completed.

One added price agreement early in the project used over two-thirds of the available contingency funding. This was Price Agreement No. 1 for 6,600 feet of type two fence plus two gates at a cost of $12,245. This was required by a right-of-way commitment. Accumulated contract quantity changes on eight items result in a net increase of $7,800. The intermittent nature of the contractor's work performance, late completion and distance of the project from our crew headquarters contributed to an engineering overrun also.

Your approval is requested of an increase of $30,181.13 to a new total project authorization of $467,856.14. This item will be on the Consent Calendar for your January 24, 1978 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
Alfred Shirley, Jr.
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8464

Salem, Oregon
December 21, 1977

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Burchard Cr.-Scott Cr.
Contract No. 8464
Request for Increase in
Project Authorization

A 6.9 percent overrun has occurred on this project. This was a Primary Federal-aid project for third lane widening and overlay paving on two sections of the Umpqua Highway totalling 1.28 miles. J. C. Compton Company was the contractor.

One added price agreement early in the project used over two-thirds of the available contingency funding. This was Price Agreement No. 1 for 6,600 feet of type two fence plus two gates for a price agreement cost of $12,245. This was required by a right-of-way commitment. Accumulated contract quantity changes on eight items result in a net increase of only $7,800. The contractor overran the contract time, so we are showing a credit for $3,600 liquidated damages. At this point, I am not aware of any valid reason for extension. This added time and the intermittent nature of the contractor's work performance contributed to the $24,000 engineering overrun shown.

A rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 22 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8464

8

HOPSING CORP.
P.O. BOX 201
BEND, OREGON 97701
(503) 389-6033

November 10, 1977

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Burchard Cr. - Scott Cr.
O.S.H.D. Contract No. 8464

Dear Mr. Coulter:

Upon receipt of your letter of November 1, 1977, regarding Mr. Scarratt's work with Mr. Greene on subject project, I discussed the matter at length with each party. We have decided that the matter would best be handled in an informal conference for informational purposes for Mr. Scarratt. Mr. Greene, Mr. Scarratt and myself will be meeting in Eugene next week.

Thank you for your interest and time in this matter. I feel confident any problems or misunderstandings have been or will be resolved.

We shall look forward to working with the O.S.H.D. on future projects.

Very truly yours,

HOPSING CONSTRUCTION CO.

Richard N. Hatch
Controller

RNH/nlp
cc: J. C. Compton Co.
Mr. D. W. Greene
Mr. M. D. Glenn
Mr. Warren Richards
Mr. James J. Gix

RECEIVED
STATE HWY ENGR
NOV 14 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8464

November 1, 1977

Mr. Christopher D. Scarratt
President
Hopsing Corporation
Post Office Box 201
Bend, OR 97701

Burchard Creek-Scott Creek
Contract 8464

Dear Mr. Scarratt:

This will confirm Mr. Dave Glenn's telephone conversations with Bob and Dick Hatch on October 26 and 27, 1977.

We apologize for not contacting you sooner regarding your letters of April 19 and May 16, 1977. Your concerns at that time resulted from Mr. Greene's request for a 24-hour notice when work was to be commenced or resumed, and the several letters received regarding the erection of the Type II fence and payrolls and wage certifications.

Mr. Glenn investigated your complaints and he did not find any documentary evidence that you or your company had been treated any differently from other contractors on the project.

The wage rate problem has yet to be resolved. This matter has been discussed with Mr. Warren Richards, who handles our labor compliance problems. He confirms you did pay the "higher" wage rate required by the State Bureau of Labor. J. C. Compton refused to do so. The matter has been referred to our attorneys and the State Bureau of Labor. Depending on their findings, J. C. Compton will either be required to pay the higher rate or your firm will be reimbursed the difference between the Federal rate and the State rate. Final acceptance of this project cannot be made until this matter has been clarified.

Mr. Green's request for 24-hour notice was made due to the distance from his office to the project, the intermittent work being performed at the start of this project; limited workforce available and other work in progress.

This request had been complied with up until March 31. On that date you informed the inspector, Don Perkins, you would be back on the job the next Tuesday, April 5, or later and that you would call before coming back. At 8:45 a.m. on April 5 you notified Mr. Greene's officeman, Warren Near, that you were putting up the fence and would like to have the inspector come show you the force account fencing. Mr. Near informed you the inspector was out and probably could not get there all day. Again you were asked to give them 24-hours notice in order that an inspector could be available when you were working on the project. According to your payroll No. 4 you also worked on the project April 4.

The fence installed at this time was found nonacceptable and prompted Mr. Greene's letter to J. C. Compton dated April 11, 1977. Mr. Glenn inspected the fence and concurred with the six deficiencies noted in the letter. This letter was sent to the prime contractor, not to harass you, but to insure he was aware corrective actions would be required. Inasmuch as you had agreed to correct the deficiencies, we assumed this problem was resolved.

In Mr. Glenn's discussion with Bob Hatch, he learned you have further complaints regarding the pouring and finishing of the box culverts and that a meeting to air these complaints would be welcomed.

We have contacted Jim Gix, Region Construction Engineer, to set up a meeting. This meeting will be scheduled sometime after November 7. Mr. Greene will contact you to arrange the meeting.

Sincerely,

R. S. Coulter
State Highway Engineer

cc J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc F. B. Klaboe
C. T. Keasey
J. L. Sollis
James Gix
Doug Greene
Marsha Ryan
Alfred Shirley, Jr.

MDG:mk

示本 **HOPSING CORP.**
P.O. BOX 201
BEND, OREGON 97701
(503) 389-6033

April 19, 1977

Mr. James McNamee
Minority Contractor Liaison Engineer
Oregon State Highway Division
3700 S. E. 92nd, Room 8
Portland, Oregon 97266

Dear Mr. McNamee:

We are a subcontractor to J. C. Compton Co. on O.S.H.D. Contract 8464, Burchard Creek - Scott Cr. et al. We have received several letters from the project Resident Engineer, Mr. D. W. Greene, one of which a copy is enclosed.

We are not writing to complain, but to make you aware of a potential attitude problem with your minority subcontractor program.

The enclosed letter refers to the 24-hour notice requirement for resuming operations on a project. April 5th was a Tuesday. We were on the project on Monday, April 4th. On previous projects, we have not been required to notify the resident engineer that work would be done on each successive day.

We feel that actions such as this and indications from other correspondence verges on petty harassment. The attitude seems to be "Just because I'm a 'Jap' (minority contractor) don't get the idea that I'm going to get away with anything."

We appreciate the efforts you and your staff have made in developing opportunities for minorities, but for the program to work it seems the entire O.S.H.D. must cooperate.

Very truly yours,

HOPSING CONSTRUCTION CO.

Christopher D. Scarratt

Christopher D. Scarratt
President

CDS/nlp
Enclosure
cc: J. C. Compton Co.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

1849½ Garden Ave.
Eugene, Or. 97403

April 11, 1977

J. C. Compton Co.
P.O. Box 86
McMinnville, Or. 97128

Burchard Creek - Scott Creek Sec.
Umpqua Highway
Douglas County
Contr. No. 8464

Gentlemen:

In regards to sub-contractor Hopsing Const., Inc. operations on the above subject contract.

On 4-5-77 this office was notified by the above mentioned sub-contractor at 8:45AM via telephone that he was or would be working constructing type II fence that date. Your attention is directed to section 108.03, Standard Specifications for Highway Construction 1974, "Commencement & Performance of Work". Scheduling of our work requires that this office receive 24 hours notice prior to resuming operations on the project. Please notify your sub-contractors of this advance notification requirement.

The subject type II fence that was erected on 4-5-77 was inspected on 4-7-77 and found to be not acceptable, due to the following reasons as per Section 607 "Fences", Standard Specifications for Highway Construction 1974.

(1) Wire fabric warped & sagging.

(2) Barbed & wire fabric not securely fastened to posts.

(3) Specified ground clearance, (fence fabric forced over irregularities).

(4) Fence fabric requires stretching.

Copy to
[illegible]

Form 81-734-3122

(5) Unfenced openings beneath fence at depressions or ditch crossings.

(6) Gates do not swing to 90 degrees.

Very truly yours,

D. W. Greene
Resident Engineer

DG:wm
cc: Alfred Shirley, Jr.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burchard Cr. - Scott Cr.

WEEK ENDING: April 9, 1977

SECTION PREFIX: 10-1068

HIGHWAY: Umpqua

COUNTY: Douglas

KIND OF WORK: Grading & Paving

NAME OF JOB: Burchard Cr. - Scott Cr.

CONTRACTOR: J. C. Compton Co.

CONTRACT NUMBER: 8464

FEDERAL AID PROJECT NUMBER: F-20(2)

DATE OF CONTRACT: Jan. 12, 1977

DATE WORK STARTED: Mar. 7, 1977

ESTIMATED COMPLETION DATE: Aug. 27, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: 3

MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR Workdays 180

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED: 40

PERCENT OF TIME ELAPSED: 22

PROJECT AUTHORIZATION: $ 437,675.01

EXCLUSIVE OF ENGINEERING: $ 402,969.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 402,969.50

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 34,705.51

ENGINEERING COST TO DATE: $ 16,431

This week 175

PERCENT OF AUTHORIZATION: 47 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 12

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 14

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
60	0	0	0		75		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.28	1.28			1.28
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,600 CY	14,800 T			5,200 T
TOTAL QUANTITIES CORRECTED TO DATE	"	"			"
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0			0
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	111	106			37
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 1 - pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3		1		
MONDAY 4	Fair	1		
TUESDAY 5	Fair	1		
WEDNESDAY 6	Fair	1		
THURSDAY 7	Fair	1		
FRIDAY 8	Rain	1		
SATURDAY 9		1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	
MONDAY 4	No activity Cascade Utilities lowering Tel. cables.west unit.
TUESDAY 5	Sub-contractor Hopsing Const. Co. fencing. Cascade Utilities toning lines.west unit.
WEDNESDAY 6	No activity Cascade Utilities toning east unit.
THURSDAY 7	No activity Cascade Utilities toning cable and moving tubs. Douglas Electric Co-op worked on anchors sta. 466
FRIDAY 8	No activity Cascade Utilities moving lines. Douglas Electric Co-op working on anchor at sta. 466.
SATURDAY 9	

REMARKS

SIGNED D. W. Greene, Res. Engr. LOCATION Eugene, Or.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING . . . . . . SALEM, OREGON 97310

HOPSING CONSTRN., INC.
ATTN. C. SCARRATT
767 GLENWOOD DR.
P.O. BOX 201
BEND, OR 97701

Gentlemen:

This is to inform you that Mr. James McNamee has been assigned as the State Highway Division's Liaison Engineer to assist minority business enterprises and small contractors on State Highway projects.

Mr. McNamee will have informational plans and specifications on State Highway projects available for your review and inspection. He will also be available to assist in the interpretation of the plans and specifications, bidding procedures, quantity take-offs, pre-qualification procedures and other construction related questions on State Highway projects, particularly those located in Multnomah, Washington and Clackamas Counties.

Mr. McNamee's office is located in Room 8 of the old Barlow School at 3700 SE 92nd, Portland, Oregon 97266. His telephone number is 238-8307.

Very truly yours,

C. T. Keasey
Construction Engineer

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:mk

Form 81-734-3199

#8464

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
November 7, 1977

FILE
NOTED
H. S. COULTER

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Contract Minimum Wage Rates

TO: Jack Sollis
Asst. Attorney General

Attached is a copy of June 23 letter to you asking advise on the proper minimum wage rates to enforce. The letter was forwarded by you to Mr. Herman in the Justice Department for an opinion which I have not yet received.

The examples referred to in the letter related to two projects now completed and I need a response to my questions so that we can withhold or release funds as necessary.

Baldock Safety Rest Area, Contract 8263:

The first example involved a subcontractor on this project. Since then the subcontractor has been informed that no further payment would be made for items of work performed by his firm. I understand his attorney contacted Walt Barrie regarding the problem while you were on vacation. After some discussions between Mr. Barrie and Les Hampton, approximately $14,000 was withheld.

Burchard Creek - Scott Creek, Contract 8464:

The second example involved a prime and his subcontractor on this project. Oregon law provides that the wage rate required by a state-wide collective bargaining agreement shall be the prevailing wage rate for a contractor that is a party to the agreement. The question I had was if our contract ..."minimum hourly rate of wage, not less than the prevailing rate of wage,.."(Section 107.04) is to be required of a union contractor when it is higher than union scale.

Since my first inquiry, the contractor and the sub were advised that the contract minimum wage was required. The subcontractor complied but the prime refused on the basis that he was a union contractor. At the time, I believed the sub was not a party to a state-wide labor agreement.

RECEIVED
STATE HWY ENGR
NOV 7 '77
REFER TO
FOR
Info | R.D. | D.R. | Sign | Act

We have not withheld funds from the contractor until we received a legal opinion. The sub has claimed that he was not treated equally in regard to the minimum wage rate. A copy of Mr. Coulter's letter is attached that responds to that and other questions raised by the sub.

I believe Mr. Coulter's response to the wage rate question is based on a conversation between myself and Dave Glenn. I apparently failed to make myself clear as, contrary to the letter, the Oregon Bureau of Labor is satisfied with the wage rate paid by the prime to the best of my knowledge. Had the prime been a non-union contractor, the Bureau would then insist on the higher rate. Also, the statement that the sub would be reimbursed if it was determined the lower rate was appropriate, was my personal opinion which I did not realize would end up in a letter to the sub.

I have learned that the sub is also a party to a state-wide labor agreement. The question still remains unanswered, however. Do we require all contractors to pay the minimum wage rate specified by the contract or do we allow union contractors to pay a lower scale than we demand of a non-union contractor?

WR:mk

cc: H. S. Coulter w/attachments
Dave Glenn

Routing
1 Kc
2 Bo
Jackmond
Harwood
Johnsen
Walker
K
RECEIVED
JUN 24 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

Salem, OR
June 23, 1977

Contract Minimum Wage Rates

Warren Richards
Construction Office Engineer

Jack Sollis
Asst. Attorney General

I would appreciate a legal opinion on the minimum wage rates that are applicable on Transportation Commission construction contracts.

The special provisions of our contracts and our standard specifications both contain references to Oregon's "Little Davis-Bacon Act", ORS 279.348 thru 279.356. Most of our construction projects are federally funded to some extent and therefore the contracts contain Federal Form PR-1273, "Required Contract Provisions, Federal-aid Construction Contracts", with the current federal prevailing wage rate list attached. The contracts always contain a "Schedule of Minimum Hourly Wage Rates" that comply with the current State prevailing wage rates. A statement at the end of this schedule specifies that in the event of any conflict between "the above minimum hourly wage rates and other pertinent minimum hourly wage rates ... the higher of the conflicting wage rates shall be applicable under the contract."

We have encountered some opposition from a few contractors in our enforcement of the higher of the conflicting rates. I believe the agency has the right to specify and enforce a minimum rate higher than that specified as the prevailing rate by either the State or Federal labor agencies but I would like a legal opinion on the question.

Two examples of our problem are as follows:

A contract was let which contained both federal and state labor provisions. The state rate was higher and was enforced. After the project was awarded, the Oregon Bureau of Labor determined that there was not currently a prevailing wage rate for the classification. We continued to enforce the "Schedule of Minimum Hourly Wage Rates" that were based on the State prevailing rate. The contractor refused to continue paying the rate and paid the lower rate provided by the federal labor agency at the time of bidding. (The current federal prevailing rate was actually higher than any rate listed in the contract for the classification by the time the Bureau of Labor determined there was no rate.)

I feel that the contract specified a minimum rate and that rate would not be reduced by any action of the Bureau of Labor. The only way I see that the rate could be reduced is if the contract provisions were modified by agreement and an equitable reduction in contract cost was negotiated. (As the current federal prevailing rate was actually higher than the contested minimum rate, we would not, of course, enter into such an agreement.)

The second example has to do with a rate listed in the "Schedule of Minimum Hourly Rates" for another project that is higher than the rate established by a "state-wide agreement" with a labor organization. (This is because of a difference in travel distance or "zone" definitions.) ORS 279.350 provides that those contractors and subcontractors who are party to such an agreement shall pay the rates established by the labor agreement. Non-signatories to the agreement would have to pay the higher or lower prevailing rate according to the Oregon Bureau of Labor.

We have insisted that the contractor pay the rate listed in the "Schedule of Minimum Hourly Rates" even though he is a signatory to a state-wide labor agreement. The union scale is agreeable to the Oregon Bureau of Labor and is the same as the federal prevailing rate listed in the contract. The rate we are requiring to be paid is actually based on the State prevailing wage rate but which excludes signatories to the state-wide labor agreements.

I believe the above mentioned statement regarding the higher of any conflicting rates would apply as the "Schedule" itself does not exclude anyone. To allow the contractor to pay less would create an inequality in bidding as non-union contractors would have to pay the higher rate. In fact, a non-union subcontractor would have to pay the higher rate on this project while the prime would not, according to Oregon Bureau of Labor interpretations.

We have in the past consistently insisted on the higher of any conflicting wage rates at the time of bidding be paid as a minimum throughout the life of the contract. If union scale increased we felt the union should enforce their own contract. If the Oregon Commissioner of Labor increased the prevailing rate, we left enforcement of the new rate to his agency. In this manner we have avoided forcing any contractor to pay a rate higher than his competitor.

As ORS 279.350 provides for wage rates which the contractor may not pay less than, I feel we are within our rights to require a higher rate to insure equality in bidding. I am less confident that we are in compliance with ORS 279.354 when we enforce only the minimum rate specified in the contract throughout the life of the contract. However, a proposed amendment to SB 297 to specifically require payment of amended prevailing wage rate during the life of the contract was deleted by the House Labor Committee. The Committee Chairman felt deletion of the proposed amendment made it clear that the intent of SB 297 in the Committee's view was that payment of an amended prevailing wage rate was not required. His view on the question was not contested during the hearing.

House Labor Committee - Approximately 1432 on hearing tape. WK

Unfortunately, the amended ORS 279.354 will still have the words "... and each time the prevailing wage rate changes, and once before final payment ...". I believe this was an oversight and today discussed it with Rep. Otto and Chairman Kulongoski. Rep. Otto, who will carry the bill to the House floor, was non-committal except to say nothing could be done unless a new hearing was called. He asked Chairman Kulongoski to talk to me on the question.

The Chairman had only a moment before having to return to the floor for a vote, but indicated he agreed that leaving in the above statement was an oversight. He felt it was too late to correct it and that the bill would probably pass as presently worded.

Hopefully some conflicts will soon be resolved for many future projects. SB 297 as presently proposed would delete the requirements of the Little Davis-Bacon Act where federal labor law applies. On federal-aid projects we would then have only one minimum rate; state-wide labor agreements would clearly not alter the minimum rate; and the minimum rate would clearly remain constant throughout the life of the contract, all as per federal regulations.

Based on deletion of the above mentioned amendment, I believe the bill allows the minimum rate to apply to non-federally funded projects throughout the life of the contract. The potential for conflicts between union rates and prevailing rates on non-federally funded projects will continue under the bill as presently proposed.

I anticipate passage of SB 297 which will require that our specifications and instructions to the field be revised. The bill, if passed, would take effect immediately as an emergency clause was included so that the Bureau of Labor could proceed under the new bill for their July 1 wage rate determination.

Attached are copies of pertinent sections of our standard specifications as well as special provisions relating to wage rates from a current contract.

Please advise if we should modify our policy of minimum wage rate enforcement.

WR:mk

Attach.

P.S. Jack, please note verbage in SB 297 regarding employment information being confidential. As submission of certified payrolls is a requirement of all federal-aid contracts, we have treated them as public information. Should we treat them as confidential records? How about Public Works Contractor Wage Certifications (ORS 279.354)? Confidential on non-federally funded projects but not on federal-aid jobs? Please advise.

Sollis referred the questions to Peter Herman in the Justice Dept. (378-4620).

WR

Routing
1 Kessey K
2 Bond
Jackmond
Hopkins
Johnsen
3
RECEIVED
NOV 2 1977
CONSTRUCTION SECTION
Richards W
Glenn
Berg
Church
Gebauer
Widmer

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 1, 1977

Mr. Christopher D. Scarratt
President
Hopsing Corporation
Post Office Box 201
Bend, OR 97701

Burchard Creek-Scott Creek
Contract 8464

Dear Mr. Scarratt:

This will confirm Mr. Dave Glenn's telephone conversations with Bob and Dick Hatch on October 26 and 27, 1977.

We apologize for not contacting you sooner regarding your letters of April 19 and May 16, 1977. Your concerns at that time resulted from Mr. Greene's request for a 24-hour notice when work was to be commenced or resumed, and the several letters received regarding the erection of the Type II fence and payrolls and wage certifications.

Mr. Glenn investigated your complaints and he did not find any documentary evidence that you or your company had been treated any differently from other contractors on the project.

The wage rate problem has yet to be resolved. This matter has been discussed with Mr. Warren Richards, who handles our labor compliance problems. He confirms you did pay the "higher" wage rate required by the State Bureau of Labor. J. C. Compton refused to do so. The matter has been referred to our attorneys and the State Bureau of Labor. Depending on their findings, J. C. Compton will either be required to pay the higher rate or your firm will be reimbursed the difference between the Federal rate and the State rate. Final acceptance of this project cannot be made until this matter has been clarified.

Mr. Green's request for 24-hour notice was made due to the distance from his office to the project, the intermittent work being performed at the start of this project; limited workforce available and other work in progress.

This request had been complied with up until March 31. On that date you informed the inspector, Don Perkins, you would be back on the job the next Tuesday, April 5, or later and that you would call before coming back. At 8:45 a.m. on April 5 you notified Mr. Greene's officeman, Warren Near, that you were putting up the fence and would like to have the inspector come show you the force account fencing. Mr. Near informed you the inspector was out and probably could not get there all day. Again you were asked to give them 24-hours notice in order that an inspector could be available when you were working on the project. According to your payroll No. 4 you also worked on the project April 4.

The fence installed at this time was found nonacceptable and prompted Mr. Greene's letter to J. C. Compton dated April 11, 1977. Mr. Glenn inspected the fence and concurred with the six deficiencies noted in the letter. This letter was sent to the prime contractor, not to harass you, but to insure he was aware corrective actions would be required. Inasmuch as you had agreed to correct the deficiencies, we assumed this problem was resolved.

In Mr. Glenn's discussion with Bob Hatch, he learned you have further complaints regarding the pouring and finishing of the box culverts and that a meeting to air these complaints would be welcomed.

We have contacted Jim Gix, Region Construction Engineer, to set up a meeting. This meeting will be scheduled sometime after November 7. Mr. Greene will contact you to arrange the meeting.

Sincerely,

H. S. Coulter
State Highway Engineer

cc J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc F. B. Klaboe
C. T. Keasey
J. L. Sollis
James Gix
Doug Greene
Marsha Ryan
Alfred Shirley, Jr.

MDG:mk

#8464 7-25-77 2

U.S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F[illegible]L AID PROJECT NO. F-20(1)

STATE PROJECT NO. See Below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-119

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO Moehring
FOR
Inf. | Invs. | R/D | D/R | Sign | Act | File

orig. to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	7-20-77	Primary 20
		STATE ROUTE NUMBER Primary 45

GENERAL LOCATION:

"Buchard Creek-Scott Creek Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 11, 1977 letter you are authorized to proceed with the actual acquisition of permanent drainage easements, parcel numbers 48589 and 48590, at a total cost not to exceed $300-Federal Funds $257.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-25-77	V. P. Cur[illegible]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8464

45

Salem, Oregon
June 23, 1977

J. H. Verstoeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48589 - Solomon
48590 - Sawyers
Burchard Cr.-Scott Cr. Section
Umpqua Highway
Douglas County

Attached are two descriptions, an authorization and right of way prints covering a drainage easement required for this project which is presently under contract.

Also attached is correspondence and maps pertaining to this matter.

BY: R

Robert R. Rounds
Right of Way Description Supervisor

RRR:mg

Attach.

8464

p

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

	Prior Allocation		Amount of	New Allocation	
Contract	Amount	Rec.#	Change	Amount	Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

NOTED
C. W. HEAD

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

cc: J.C. Compton Company

8464

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

4-6-77

8464

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F 20(2)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70107

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 12-15-76

DATE AUTHORIZATION EFFECTIVE 4-4-77

FEDERAL ROUTE NUMBER Primary 20

STATE ROUTE NUMBER Primary 45

GENERAL LOCATION:

"Burchard Creek=Scott Creek Section"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
TEC $2,400 - F.F. $2,059
(Cascade Utilities)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 3-28-77, I approve the agreement with Cascade Utilities consisting of your verbal notice of conflict and the plans and estimate furnished with your request. Reimbursement on an actual cost basis not to exceed $2,400 - FF $2,059 is approved and you are authorized to proceed with the necessary work. Approval and participation for the Federal-eligible work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE 4-6-77

SIGNATURE OF APPROVING OFFICIAL G.K. Hosmer

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8464

Form A-106-3M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Burchard Creek - Scott Creek Date February 2, 1977

Highway Umpqua Contract No. 8464 F. A. Project No. F-20(2)

County Douglas Prefix 10-1068 Account No. 270-01

Description of Work To Be Done:

Permanent Signing

A-ORE DIV APPROVED [illegible] 2-10-77

Location by Station Numbers:

287 - 320 and 465 - 499+50

Estimate of Quantities and Costs:

Materials	320.00
Equipment	480.00
Labor	800.00
Total	$1,600.00

Explanation: For permanent signing as required, by State Forces. Monies included in project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$437,675.01
Present estimate of project cost, including $1,600.00 for work under this order	$437,675.01
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: D. W. Greene Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer

2-10-77

8264   12-15-76   15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-20(2)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70107

FROM:
G.L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER STATE ROUTE NUMBER
12-15-76	12-15-76	Primary 20 Primary 45

GENERAL LOCATION:
"Burchard Creek - Scott Creek Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Channelization - Passing Bays Code Y008 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Perm Pavement striping (SF)	$500
Stage Const. striping (SR)	200
Temp. erosion control	2500
On-the-job training	800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's 12-10-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a tota l estimated cost of $458,386 - Federal funds $393,295.

A signed title sheet is returned herewith.

DATE 12-15-76

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : [illegible]

8464 45

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
1634 S.W. ALDER STREET, PORTLAND, OREGON 97208

December ~~2~~ 6, 1976

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
223 State Highway Building
Salem, Oregon 97310

BURCHARD CREEK - SCOTT CREEK SECTION
UMPQUA HIGHWAY, DOUGLAS COUNTY

Dear Hal:

The Oregon Department of Fish and Wildlife has completed review of the referenced highway project. We found the plan acceptable and will offer additional comments on timing of the project through the fill-removal permit system.

Sincerely,

Jim Lauman
JIM E. LAUMAN, STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

12-6-76 Called Lauman & requested any restrictions since we were not going to DSL. They are—
1. Work period, Jun 15 to Oct 15
2. Standard turbidity controls
Don Trout

cc's sent 12-3-76:

E. S. Hunter
L. W. Rulien
Bob Ellison
R. E. Royer
George Wills
C. G. Swenson
D. O. Christensen
D. L. Trout
Afred Shirley (2)

RECEIVED
DEC 0 3 1976
ROAD DESIGN SECTION

Versteeg
Olson
copy Christensen
Scott
copy Swenson
Savage
I Trout ↑

copy Bridge
Envir
Loc

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8464

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 10, 1976

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Burchard Creek-Scott Creek
Umpqua Highway
Douglas County

TO: MEMO TO THE FILES

The draft noise study report has been reviewed and I have the following comments:

Both houses presently are at or above the recommended design noise level and the proposed project should not cause a measurable increase in noise.

The suggested attenuation would cost between $6,000 and $7,000 for each installation and would decrease the noise level 4 to 5 dBA. While this would be a noticeable drop, I would doubt that there would be any perceived benefits to offset the cost. This would not appear to be a justifiable expenditure of public funds and I recommend the walls not be built.

ADO:az
cc: E. S. Hunter
Alfred Shirley
Gary Potter

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
NOV 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

A. Olsen

Draft: Burchard Creek-Scott Creek

The Burchard Creek-Scott Creek Project is located along the Umpqua Highway between Scottsburg and Elkton. The project undertakes the construction of two passing lanes. The first passing lane is 3,300 ft. in length and is located near M.P. 22. The second passing lane is the same length, but is located near M.P. 25.

A measurement of traffic noise was taken on October 27, 1976. The L_{10} level was found to be 72 dBA at 33 ft. from the edge of the road. During the sampling period, the hourly traffic volume was 189 vehicles with a truck mix of 28%. The 1976/1996 L_{10} dBA levels[1] were calculated utilizing peak truck hour volumes, 300/470 vehicles with 20% trucks. The position of the peak hour L_{10} 70 dBA contour for the No-Build and Build options are given in Table #1.

No receptors are located along the first roadway improvement segment (M.P.22). Two residences are situated along the second construction segment (M.P. 25). The first residence is located at station 0+75. The widening will occur on the roadway side facing the residence. The distance from the house to the edge of the road is 63 ft. The construction will decrease this distance to 58 ft. Table #2 shows the projected peak hour L_{10} levels for 1976 and 1996. As shown, the construction will not increase traffic noise levels.

The second residence is located on the opposite side of the roadway widening. The distance to the edge of the road is 33 ft. for both alternatives. The projected peak hour L_{10} levels are also shown in Table #2. The residence should experience a drop in the 1996 L_{10} levels of 1 dBA.

[1] FHPM states a design noise level for Activity Category "B" of L_{10} 70 dBA.

Abatement of excessive traffic noise levels over the design criteria ~~should be undertaken. The mitigation should~~ could consist of a 6 ft. wall along or near the R/W line. The first residence should have the barrier located from their driveway westerly 100 ft. This wall should lower the 1976/1996 L_{10} levels to 66/69 dBA. The second residence ~~should~~ could be shielded by a wall running from their driveway westerly 100 ft. The L_{10} levels should thus be lowered to 69/71 dBA in 1976/1996.

These abatement measures will not lower all traffic noise levels to within design criteria. But, they would improve the noise environment for these residences. Landscaping consisting of plantings would help blend the barriers into their surroundings. Abatement details should be coordinated with the owners of the properties.

Shouldn't report be made on basis of what might be done, leaving the decision to someone outside of the "study team"?

adl.

Table #1

Distance to Edge of Road
to L_{10} 70 dBA Contour

	1976	1996
No-Build	69 ft.	103 ft.
Build	63 ft.	97 ft.

Table #2

Peak Hour L_{10} Levels
with Mitigation: (_ _ dBA)

Residence #1	1976	1996
No-Build	70 dBA	73 dBA
Build	70 dBA (66 dBA)	73 dBA (69 dBA)
Residence #2		
No-Build	74 dBA	77 dBA
Build	74 dBA (69 dBA)	76 dBA (71 dBA)

8262 15

~~PRO 6-2~~

October 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70107
Project No. F-20(2)
Burchard Cr.-Scott Cr. Section
Douglas County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

DRH:ljt
Attachment

cc: A. Shirley, Jr. (Reg. 3)
D. E. Swan

FORM PR-1
(REV. 4-61)

October 29, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 38, 4.7 Mi. E of Scottsburg, E 4.0 Mi.		2,800	5,000	96	10	Oregon	41	010	70107

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
zation (Passing Bays)								F-	20	(2)		

L FUNDS: Consolidated Primary

COUNTY NAME: Douglas — CODE: 019

PROGRAM STAGE ☐ 1 OR ☐ 2

REA: - - -

ROUTE NO.: P — FEDERAL-AID: 20 — STATE: 45 — U.S.: ---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) Y008		"Burchard Creek- Scott Creek Section"	0.0*	460,000	394,680	65,320		ROW-80' min.; Access Control-Part.; Parking restrictions-None
ARED BY: DRH		PROJECT TOTALS	0.0*	460,000	394,680	65,320		

RAM APPROVAL DATES

REMARKS: Additional Data: Item No. RF-119,
Project No. F-20(1)

*Project length 4.02 mi. with 1.28 mi. Work
Area and 2.74 mi. No Work Area.

-over-

APPROPRIATION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

October 29, 1976

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	ADT FUTURE	YEAR	REGION	STATE NAME
2		SR 38, 4.7 Mi. E of Scottsburg, E 4.0 Mi.	ADT	2,800	5,000	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ.
3	Channelization (Passing Bays)								F-	20	

CARD			
4	CLASS OF FEDERAL FUNDS: Consolidated Primary	COUNTY NAME: Douglas	CODE: 019
	NAME OF URBAN AREA: - - -	ROUTE NO.: P	FEDERAL-AID: 20 · STATE: 45 · U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
					ROW							
					CONST (CODE) Y008		"Burchard Creek-Scott Creek Section"	0.0*	460,000	394,680	65,320	
							PROJECT TOTALS	0.0*	460,000	394,680	65,320	

CARD · CODE 1 · PREPARED BY: DRH

14 · PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No.
Project No. F-20(1

*Project length 4.02 mi. with 1.28 mi. Work Area and 2.74 mi. No Work Area.

BURCHARD CREEK-SCOTT CREEK SECTION

PROJECT NO. F-20(2)

REMARKS - continued

Project Data: Construct channelization with work requiring grading, draining and high-type pavement at two locations (0.63 miles on the westerly end and 0.65 miles on the easterly end) to provide passing bays consisting of a 12' lane with a 4' paved shoulder added to a basic two-lane facility and incidental work common to this type of project.

Note: (1) This project is in Congressional District No. 4.

(2) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

8464

45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 1, 1976

Vernon E. Shull

FROM: Vernon E. Shull
Resident Engineer

SUBJECT: Request for Typical Section Change
Buchard Cr. - Scott Cr. Section
Umpqua Highway

TO: Hal Versteeg
Road Design Engineer
Salem

ATTN: Bill Cole
Design Team Supervisor

After a further review of the preliminary plans on the above project we request the following changes for the typical sections as follows, with the distances right and left of centerline, indicating what pavement we recommend remain in place.

	Right	Left
"P"0+00 - "P"1+50	8 ft.	0 ft.
"P"1+50 - "P"3+00	12	0
"P"3+00 - "P"5+00	16	0
"P"5+00 - "P"6+00	16	16
"P"6+00 - "P"7+50	16	12
"P"7+50 - "P"32+00	16	16

cc: Alfred Shirley Jr.
Jim Gix
Jack McCormick
File

?

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
OCT 04 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Board
Reed
✓ Cole WEC
Samplo
Eriksen
Watson
Hager
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8464 [illegible] 15

F-20(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green Division Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. Burchard Cr.-Scott Cr.
	ITEM NO. RF-119	COUNTY NAME Douglas
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-20-76	FEDERAL ROUTE NUMBER Primary 20 STATE ROUTE NUMBER Primary 45

GENERAL LOCATION:

SR 38 4.67 miles east of Scottsburg, east 1.25 miles.

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Approval
(TEC $15,000 - FF $12,850)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-27-76 memorandum, I approve the subject project for inclusion in the Federal-aid program.

Also, as requested, you are authorized to proceed with all phases of right of way acquisition as outlined on R/W map 2B-24-21 at a total estimated cost of $15,000 - FF $12,850. Federal participation is limited to that right of way incorporated in the final location.

DATE 9-20-76	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-[illegible]

8464

45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 17, 1976

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Burchard Cr.-Scott Cr. Sec.
Umpqua Highway
Douglas County

TO: MEMO TO THE FILES

A design review was held on the job site on the subject project. In attendance were Jim Gix, Roseburg, Vern Schull, Roseburg, and myself. By telephone Tom Lowe, FHWA and Jack McCormick, District Engineer, were invited but were not in attendance.

Remarks:

FENCING

Sta. 287+00 to Sta. 320+00 (West bound passing lane) additional right of way was required for construction. Vern Schull questioned why the plans did not show replacing the existing fence that would be removed during construction. We assumed that the property owner was paid to replace the fence as part of the right of way negotiations. I will check this out with the Right of Way Section.

GUARDRAIL

The proposed Type 2 Guardrail at the beginning of the project could be extended to the west 75' to 100' and the leading end buried in the existing cut. This extension would increase the cost of this installation $300.00 to $400.00 but would provide a safer leading end treatment.

SHOULDER REMOVAL

Sta. 465+00 to Sta. 498+00 (East bound passing lane). This section of the highway was overlayed in 1973 and the surfacing was carrier over and 2' to 3' beyond the existing shoulders. It appears that most of the additional width was brought up to grade with a depth of 3" to 5" of asphalt surfacing, and as yet shows no sign of distress or cracking. Jim Gix questions the removal of this surfacing on the westbound lane as indicated by the typical section on sheet 2. Vern Schull will evaluate the condition of the subbase beyond 10' of the centerline during construction and at that time will determine if this portion of the roadway will require reconstruction or just the continuation of the proposed 1-1/2" overlay.

SPECIFICATIONS

Vern Schull requested that the contractor be required to saw-cut at the edge of the existing pavement as indicated by the typical sections.

WEC:az

cc: To All Participants
C. G. Swenson
Jack McCormick
John Oakes
Tom Lowe, FHWA

1 Versteeg
Olson
2 Christensen
Scott
Swanson
Savage
Trout

RECEIVED
SEP 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8464

13

PRO-6-2

August 27, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Consolidated Primary project.

Item No.	Project No.	Section Name & PMRS No.
RF-119	F-20(1)	Burchard Cr.-Scott Cr. Section #7606-2-410

Cl :md

Encl.

cc: G. L. Green, FHWA
D. E. Swan

8464

13

~~PRO 6-2~~

August 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. F-20(1)

We are submitting program data for one right-of-way project, Item No. RF-119, Project No. F-20(1), "Burchard Cr.-Scott Cr. Section", which we desire to have included in the Federal-Aid Consolidated Primary Highway Program.

We request concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $15,000 and federal funds of $11,700. The right-of-way to be acquired is as outlined in red on the enclosed copies of right-of-way map 28-24-21.

There is no relocation of families or businesses resulting from this project; therefore, assurances regarding replacement housing is not required.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

CL:md

Encl.

cc: A. Shirley, Jr. (Region 3)
J. R. Oakes

ON NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

.O.

August 27, 1976

R	PROJECT LOCATION (45 typewriter spaces) SR 38, 4.67 mi. E. Scottsburg, E. 1.25 mi.	**ADT**	PRESENT 2,500	FUTURE 3,700	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 010	ITEM NO. RF119

F PROPOSED WORK (35 typewriter
sition of Right-of-Way

NATL. FOREST

FH ROUTE NO.

SUPV AGCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): F-
NUMBER: 20
SEQ. NO.: (1)

I. Projects Only
POST MI.
DESIG.

ERAL FUNDS: Consolidated Primary

COUNTY NAME: Douglas
CODE: 019

PROGRAM STAGE: ☐ 1 OR ☒ 2

N AREA: ----

ROUTE NO.: P
FEDERAL-AID: 20
STATE: 45
U.S.: --

CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		"Burchard Cr.-Scott Creek Section"						Right-of-way acquisition all phases. (Future construction of two passing bays)
		ROW			1.25	15,000	11,700	3,300		ROW - 80' min.; Access control-Partial; Parking Restrictions-None.
		CONST (CODE)								
REPARED BY: CL				PROJECT TOTALS	1.25	15,000	11,700	3,300		

ROGRAM APPROVAL DATES

REMARKS

Old Project No. F-142(-)

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 27, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 38, 4.67 mi. E. Scottsburg, E. 1.25 mi. 21 65	**ADT**	PRESENT 2,500	FUTURE 3,700 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Acquisition of Right-of-Way 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 20 7	

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Douglas		CODE 019 (14) (16)
	NAME OF URBAN AREA ---- 17-21	ROUTE NO. P	FEDERAL-AID 20 (32)	STATE 45 (36) (37)
			U.S. -- (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Burchard Cr.-Scott Creek Section"	1.25	15,000	11,700	3,300	
5					**CONST** (CODE)							
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	1.25	15,000	11,700	3,300	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (32)	REMARKS	

Old Project No. F-142(-)

BURCHARD CR.-SCOTT CREEK SECTION

PROJECT NO. F-20(1)

Existing Facility: Basic roadway is 24' A.C. surface with 2 to 4-foot shoulders with passing lanes consisting of 36' A.C. surface and 4' shoulders from M.P. 23.04 to M.P. 23.61 and M.P. 24.09 to M.P. 24.48.

Adjacent Sections:

W. End--36-foot A.C. surface with 4' shoulders.
E. End--24-foot A.C. surface with 4' shoulders.

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction of a westbound passing lane from M.P. 21.55 to M.P. 22.15 and an eastbound passing lane from M.P. 25.0 to M.P. 25.6.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 17, 1976.

IM 50-1-70 Requirements:

(1) State Clearinghouse--A-95 review letter of approval dated August 20, 1976.
(2) District 6 Clearinghouse--Notice of Intent was submitted to the District Clearinghouse on June 9, 1976 and has lain before the Clearinghouse more than 30 days without action, therefore, it is assumed no adverse review or comments will be received.

FHPM 7-7-5 Requirements:

(a) Public Hearing--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Note:

(1) This project is in Congressional District No. 4.
(2) No relocation assistance is involved.

8464

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OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Burchard Cr-Scott Cr

DATE: 8/25/76

The state has reviewed your project and reached the following conclusions:

Burchard Cr.-Scott Cr.
Umpqua Highway
Douglas County

8-30-76
cc: G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins,
Co.-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
J. C. McCormick
Aeronautics Div.
Paul Hartwig

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7606 2 410

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENG
AUG 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: Burchard Cr.-Scott Cr., Umpqua Highway ORE Rt. 38, Douglas County Due Date: 7606-2-410

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☒ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

On June 16, 1976 the Umpqua Regional Council of Governments conducted an A-95 review of the above project. It was determined that the project is needed for the safer and more efficient movement of chip trucks, tourist and local vehicles through the area near Scottsburg and Elkton.

cc: State Highway Division

Agency Dist 6 COG By

STATE OF OREGON
1859

DEPARTMENT OF
LAND CONSERVATION AND DEVELOPMENT

1175 COURT STREET N.E. • SALEM, OREGON • 97310 • (503) 378-4926

ROBERT W. STRAUB
GOVERNOR

HAROLD F. BRAUNER
Director

LAND CONSERVATION AND
DEVELOPMENT COMMISSION
John Mosser
[redacted]
Chairman

[redacted]
Vice Chairman

DOROTHY ANDERSON
ALBERT BULLIER, JR.
RICHARD GERVAIS
[redacted]
JAMES SMART
J. W. Forrester
Ann Squier

[illegible]
AUG 23 1976

August 20, 1976

TO: Project Review Coordinator,
Intergovernmental Relations Division

FROM: John Gustafson

SUBJECT: PNRS 7606-2-410

Following discussion of this project with the Department of Transportation and local jurisdictions and Council of Government staff in Douglas County, we have concluded that this project is acceptable. The reason for our initial request for additional information was that our field staff received indications that other needed improvements along the Umpqua Highway might have higher local priority than the proposed project. Therefore we wanted to get a better understanding of how state priorities are set and how local priorities are addressed by the Department of Transportation - Highway Division.

The Umpqua Regional Council of Governments is now moving toward formation of a special committee to review the recently adopted State Transportation Improvements Plan. This Committee will serve as a local voice recommending improvement priorities and coordination of activities with the Department of Transportation.

DH:lml
cc D. E. Swan, DOT

84/64

ALL CLEAR / /

ENVIRONMENTAL REVIEW

Section Buchard Cr. - Scott Creek
Highway Umpqua
County Douglas Region
Type of Work G-P-Pass Bay
Funds

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No apparent problems

DIVISION OF STATE LANDS: No - quantity less than 50 cu. yds.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Mandatory Borrow Source is widening a roadbed cut within existing highway R/W - No permit reqd.

FISH & WILDLIFE COMMISSION: Yes, Letter written to F&W requesting comments.

CORPS OF ENGINEERS: No

DEPT. OF ENVIRONMENTAL QUALITY: Noise:

OTHER: Archaeological: Needs survey

Flood plain area

8464 13

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

RECEIVED
STATE HWY ENGR
JUL 9 '76
REFER TO
FOR

July 9, 1976
Burchard Cr.-Scott Cr.
Umpqua Highway, Oregon Route 38
Douglas County

July 7, 1976

G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Paul Hartwig
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan

A. Shirley, Jr.
J. C. McCormick
Aeronautics Division

NOTED
E. S. HUNTER

L.W. Rulien
State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Burchard Creek-Scott Creek
PNRS #7606 2 410

This letter confirms the status of the State Clearinghouse review of your proposal.

Your Notification and Preliminary Environmental Assessment was reviewed by appropriate state agencies. Land Conservation and Development Commission (LCDC) has requested additional information before they can complete their review. These comments are enclosed for your attention.

We cannot recommend funding of your application until these concerns have been addressed. You should work closely with John R. Gustafson of LCDC (378-4215) and provide him with any information requested.

Please feel free to contact Leslie Lehmann of my staff if you need assistance.

Sincerely,

William H. Young
Administrator

WHY:lm

cc: John R. Gustafson, LCDC

RECEIVED
JUL 14 1976
Office of
Assistant State Highway Engineer

BEN GIFFORD
6-9-76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
JUN 16 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
JUL 1 1976

PNRS STATE REVIEW

SALEM

Project #: 7606 2 410 Return Date: JUL 02 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

( ) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

(X) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - -

REMARKS

Please fill in the section of the Project Assessment which deals with "local city, County or COG priorities of project" (pg. 2).

Agency LCDC June 29 By John R.

8464 6-21-76 13

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: Burchard Cr.-Scott Cr., Umpqua Highway ORE Rt. 38, Douglas County Due Date: __________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

On June 16, 1976 the Umpqua Regional Council of Governments conducted an A-95 review of the above project. It was determined that the project is needed for the safer and more efficient movement of chip trucks, tourist and local vehicles through the area near Scottsburg and Elkton.

cc: State Highway Division

Agency Dist 6 COG By

8464

13

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

TO

Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council
of Governments
Douglas County Courthouse
Annex
205 S.E. Jackson St.
Roseburg, Oregon 97470

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 6
Burchard Cr.-Scott Cr.
Umpqua Highway, ORE Rt. 38
Douglas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 9, 1976.

Attachment

BLG:md

RECEIVED
STATE HWY ENGR
JUN 9 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

c:
G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
J. C. McCormick
Aeronautics Div.
Paul Hartwig

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Division — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Burchard Cr.-Scott Cr. — District 6

11 — 12] PROJECT LOCATION—CITY: Umpqua Highway
ORE Rt. 38 — PROJECT LOCATION—COUNTY: Douglas — PROJECT LOCATION [79: SEC: ---- T: 22S R: 9W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 — This project involves preliminary engineering, acquisition of right-of-way, [71

06 — 12] grading, paving, and incidental work to construct two passing bays on the Umpqua [71

07 — 12] Highway for both eastbound and westbound traffic in order to improve traffic [71

08 — 12] safety. [71

09 — 12] (See Attachment) [71

10 — 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
468,000	----	132,000	----	----	600,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 — 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [79

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 — **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 9, 1976

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 9 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 9, 1976

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

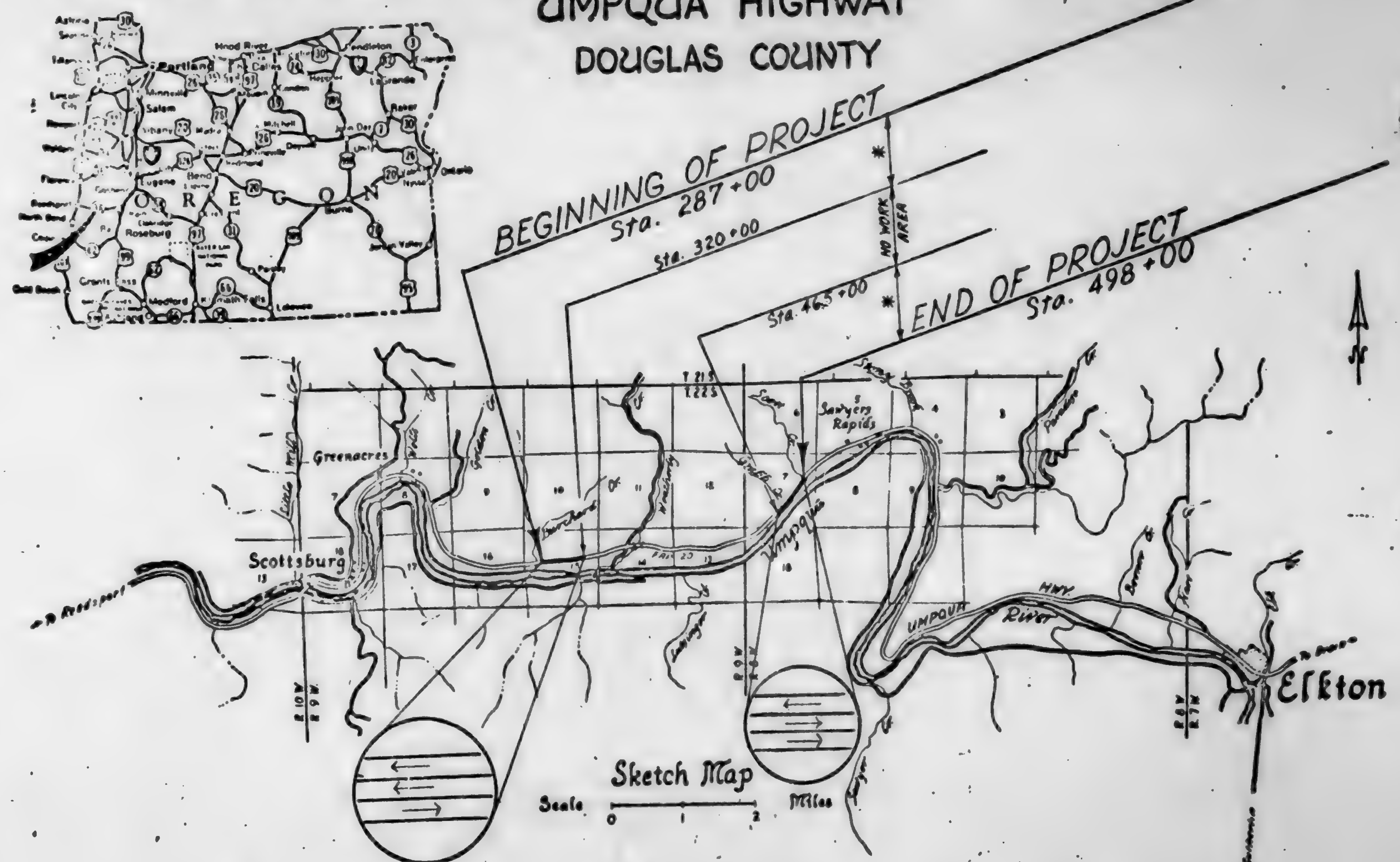
Action plan procedures will be followed in the development of this project.

(See Attachment)

BURCHARD CREEK ~ SCOTT CREEK SEC.

UMPQUA HIGHWAY

DOUGLAS COUNTY


Portland
Salem
Eugene
Roseburg
Grants Pass
Medford
Pendleton
La Grande
Baker
Burns
Bend
OREGON
BEGINNING OF PROJECT
Sta. 287+00
Sta. 320+00
NO WORK AREA
Sta. 465+00
END OF PROJECT
Sta. 498+00
N
Scottsburg
Greenacres
Sawyers Rapids
Umpqua
UMPQUA River
HWY.
Elkton
To Reedsport
Sketch Map
Scale
0
1
2
Miles

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
Non-major

PART 1. GENERAL INFORMATION

RF-142(-)

A. Project Identification:

Date March 25, 1976
Section Burchard Creek-Scott Creek
Unit (if appl)
County Douglas
City Near Scottsburg
Highway Umpqua (OR 38)
State Hwy. No. 45
Termini: M.P.(if appl) M.P. 21.55-22.15 & 25.0-25.6
Length 1.8 miles
Region 3
Construction Estimate $600,000
Program Amount

B. Purpose of Project:

To construct two passing bays on the Umpqua Highway for both eastbound and westbound traffic in order to improve traffic safety and motorist convenience.

C. Origin & History of Project:

Several other passing bays were built on this highway two-three years ago, one just west of Scottsburg and another one east of Elkton. These are proposed to complete a series of passing bays along this highway.

D. General Description of Project:

The eastern section will service eastbound traffic and the western section will serve westbound traffic.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2; Med. --; Shldrs. XX; Parking --
Proposed: No. Lanes 3; Med. --; Shldrs. XX; Parking --

Traffic: Existing Facility: Existing ADT 2,500; Projected ADT 3,700; Yr. 1996
Existing Level of Service A

Proposed Facility: Projected ADT 3,700; Yr. 1996
Projected Level of Service A

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels --

Acres 3.5; Type of Relocation Req. None; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials sources will be commercial. Approximately 10,000 cubic yards of fill will be required. Fill sources will be from about 12,000 cubic yards of materials which will be excavated from cuts along the road.

Type of Structure(s):

One small structure over Grabb Creek.

Brief Description of River or Stream and Type of Involvement, if any:

There will be about 6,000 cubic yards of fill in the flood plain (based on 100-year flood). Involved portions of the flood plains are not along the Umpqua River, but within tributary backwater areas.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Alternatives include constructing the proposal or not constructing it.

Other Descriptive Information or Comments:

There is some minor sliding in the area, however, this will be no major problem with the project. Much of the traffic on this road is commercial and recreational.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This project is located on the Umpqua Highway about 25 miles east of Reedsport. The highway here is surrounded by steep, forested hills, which, in combination with the Umpqua River, have a fjord-like appearance. The valley broadens out slightly in the vicinity of this particular project. The Umpqua River has only a slight gradient as it meanders east to west through the valley. It's water quality and rate of flow are considered good. The highway follows the stream on the north side, and sits upon a terrace above the stream surface level.

The surrounding hills are forested with evergreens, mainly Douglas fir with some cedar, Oregon myrtle and red alder. The understory consists of blackberry, ferns, and grass. The stream is occupied by trout and salmon, some of which are anadromous, as well as shad, sturgeon, bass, and warm-water and marine non-game species. The lowest portion of the river and Winchester Bay make up one of Oregon's few estuaries.

Air quality and noise levels are generally good.

2. Cultural:

There is presently little development in the area. Surrounding land use is chiefly grazing and farming on the valley floor. There are no houses or buildings to be displaced by the project. Right-of-way requirements would include agricultural or grazing land, however, the impacts to remaining land would not be of major significance.

There is some sports fishing in the area as there are innumerable perenial and intermittent streams in the area, as well as some small lakes and the Umpqua River. Nearby towns are Elkton about 9 miles to the east and Scottsburg about 4 miles to the west.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Some crop and grazing land will be acquired--total acquisition will slightly reduce the absolute amount of productive land.

2. Estimated Impact on Traffic Patterns:

   More passing movements are expected along with less back up behind slow vehicles.

   Consequences--Air Quality, Noise, Safety, etc.:

   No adverse effect on air quality and noise. Traffic safety should improve slightly.

3. Estimated Impact on Land Use:

   There will be a small amount of farm land transferred to highway use.

   Consequences:

   There is no significant impact expected.

4. Expected Impact on Natural Ecological Resources:

   Fill slopes will extend several feet into the flood plain. This will not significantly affect flood hydrology, or the flood storage capacity of the river. The fill slopes will be protected from erosion.

   Consequences:

   None.

5. Expected Impact on Cultural and Scenic Resources:

   This particular section of the highway has less trees and other scenic resources than other sections. Scenic resources here will not be severely affected.

   Consequences:

   None.

6. Preliminary Identification of Areas of Critical Concern:

No critical areas.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Will be consistent.

b. Noise Standards
Will be consistent.

c. Water Quality Standards
The proposed action would include no work in or near the stream.

d. Area Land Use and Transportation Plans, and Zoning

Will be consistent.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

This project is not of a significance that would require the classification "major action."

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

BW

8464

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 24, 1976

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Burchard Cr.-Scott Cr. Sect.
Umpqua Hwy.
Douglas County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 3 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Sr.
District 6 : J. C. McCormick
Region 3 Geologist: Elliott Parker

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 5-27-76

PROJECT MANAGEMENT
MAY 27 '76
REFER TO:
FOR
Info Investigate R/D Action File Letter See me

RECEIVED
MAY 2 5 1976

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: May 17, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project RF-142(-)
Burchard Creek-Scott Creek Section
Umpqua Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 20 memoranudm has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific detials contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

PROJECT MANAGEMENT
MAY 21 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

DATE
MAY 21 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy [illegible] 5.21.76

8464

45

Salem, Oregon
December 24, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48841 - Hansen
48842 - Sawyers
Burchard Creek - Scott Creek Section
Umpqua Highway
Douglas County

Attached are 2 descriptions, an authorization and right of way prints covering right of way for the subject passing bay project, which is scheduled for September 30, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8464

Salem, Oregon
November 21, 1975

W. E. Cole
Design Team Supervisor

J. X. Wilson
Region III Construction Engineer

Burchard Cr.-Scott Cr. Section
Umpqua Highway
Douglas County
Right of Way Information

The Right of Way Section will need the following information to process the right of way.

Bay I Station 287+00 to Station 320+00
Please furnish property corner ties and deeds

Bay II Station 475
Please furnish same (See Enclosure)

WEC:we
Attachment

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 21 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Se

75+14
Appr.

75+60
Conc. Pipe-66'(In pl.)
d-10' Lt.
-30' Rt.
c. 5 C.Y.

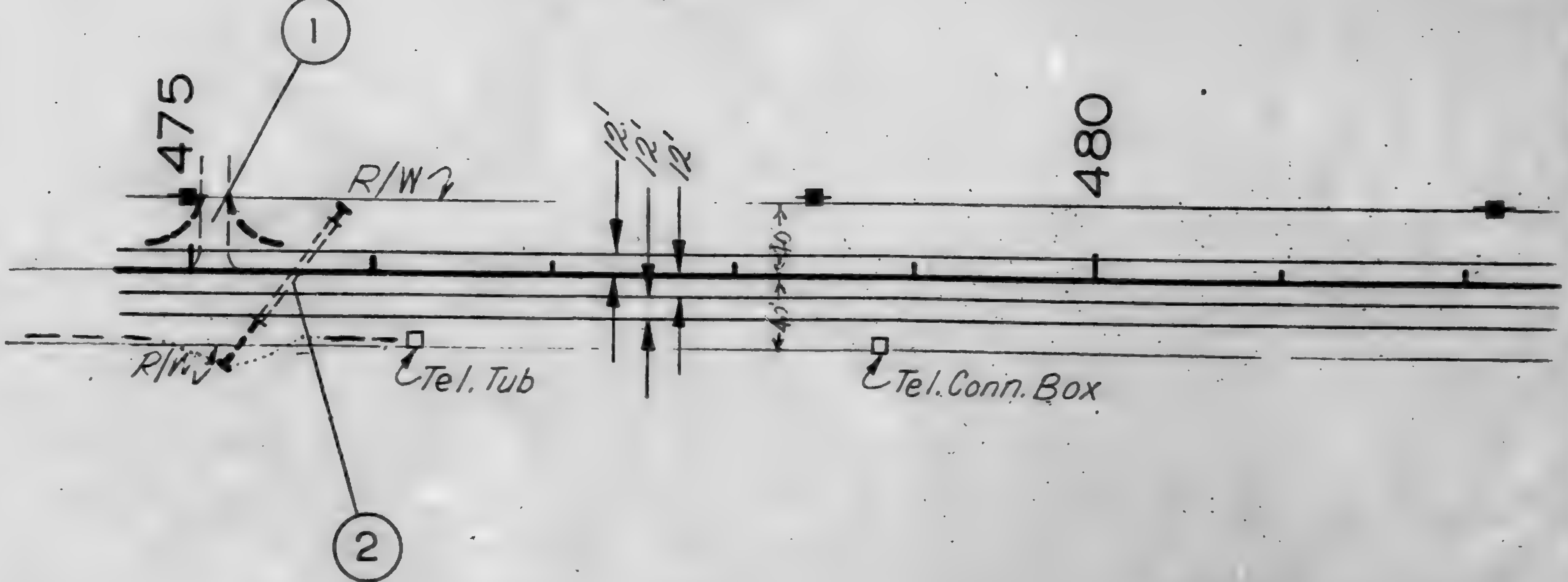
95+60
Appr.

95+90
Appr.

97+76
Appr.
e 12" Conc. Pipe-32'
2" Conc. Pipe-32'
c. 3 C.Y.

Burbank Cr. - Scott Cr.
[illegible] Hwy
Douglas Co.

BAY II



475
480
①
②
R/W
R/W
12'
12'
12'
40'
40'
Tel. Tub
Tel. Conn. Box

① Sta. 475+14
Const. Appr.

② Sta. 475+60
Extg. Conc. Pipe-66'(In pl.)
Extend-10' Lt.
-30' Rt.
Tr. Exc. 5 C.Y.

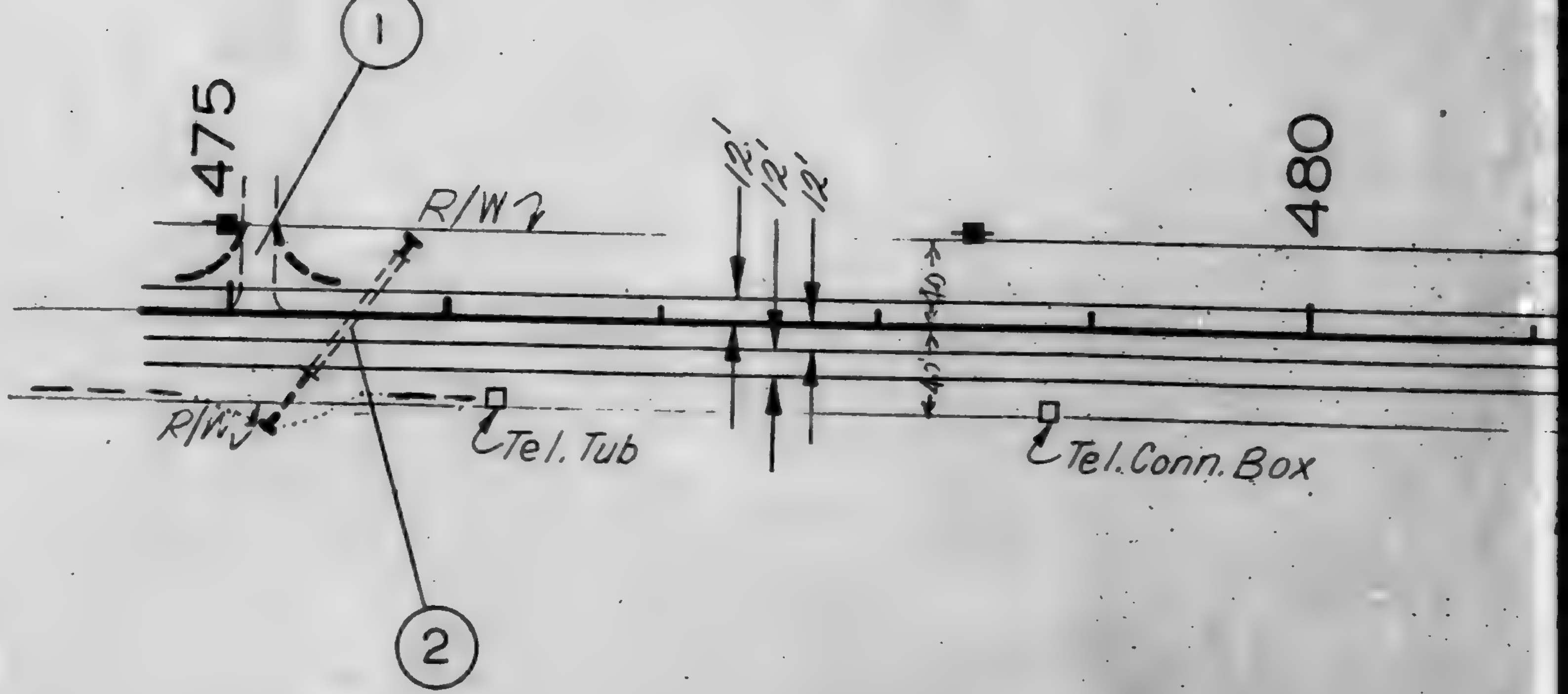
③ Sta. 495+60
Const. Appr.

④ Sta. 495+90
Const. Appr.

⑤ Sta. 497+76
Const. Appr.
Remove 12" Conc. Pipe-32'
Inst. 12" Conc. Pipe-32'
Tr. Exc. 3 C.Y.

Burhorl Cr.
[illegible]
Dougla

BAY II


475
480
①
②
R/W
R/W
12'
12'
12'
40'
40'
Tel. Tub
Tel. Conn. Box

8465 Lebanon Rd. Int.-Butte Cr. 1977
Sec. of Pacific Hwy.
(Roadside improvement)

8465

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

February 16, 1978

Oregon Mutual Savings Bank
700 N.E. Multnomah
Portland, OR 97232

Re: Castile Landscaping
Contract 8465

Gentlemen:

This acknowledges your release of the $2,000 deposit in lieu of securities on this project.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Castile Landscaping

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8465

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1977

Castile Landscaping
13460 S.W. Fielding Rd.
Lake Oswego, OR 97034

Re: Contract 8465

Gentlemen:

This contract has been finalled. This releases the $2,000.00 securities deposited in lieu of retainage.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Oregon Mutual Savings Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8465

9

November 23, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 18, 1977, we wrote to you concerning release of final payment on Contract No. 8465 awarded to Castile Landscaping for work on the Lebanon Rd. Interchange-Butte Creek Section of the Pacific Highway in Linn County.

The total contract amount is $37,820.25. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Castile Landscaping
13460 S.W. Fielding Rd.
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John W. Sheldrake

STATE OF OREGO

INTERO CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 15, 1977

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8465, Work Completed 3-29-77

Project Lebanon Rd. Intchge. - Butte Creek

Highway Pacific

County Linn

Type of Work Roadside Impr.

Contractor Castile Landscaping

Recommended Acceptance Date 11-15-77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:skw

cc: R. D. Church

11-18
letter to
for

RECEIVED
STATE HWY ENGR
NOV 16 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 11-16-77

81-125-1387

8465

Form A-103 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8465

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Lebanon Road Int. - Butte Creek

Date June 9, 1977, 19

Highway Pacific

F.A.P. No. I-5-4(83)216

County Linn

Prefix 622-1065 Account No.

Description of Work To Be Done:

(1978)

Provide for second year plant establishment work to be performed by state maintenance forces.

Location by Station Numbers: Throughout project

Estimate of Quantities and Costs: All required - - $3,500.00

WA-ORE DIV APPROVED EFFEC. 6/7/77

Explanation: This action is in accordance with letter from J. H. Versteeg, Road Design Engineer, dated February 1, 1977. Cost estimate prepared by Landscape Unit. Original planting completed 3-29-77 WR

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 45,698.39

Present estimate of project cost, including $ 3,500.00 for work under this order $ 45,874.00

Expected ~~under-run~~ over-run (amount) . . . . . . $ 175.61

Expected ~~under-run~~ over-run (per cent) 0.38%

Space to right of this line is for use of Salem Office

Submitted by: J. M. Martin J. M. Martin Resident Engineer

Approval Recommended: Robert E. Rose Regional Engineer

Approval Recommended: For:

Approved:

6-17-77

8465

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

May 19, 1977

Castile Landscaping
13460 S.W. Fielding Rd.
Lake Oswego, OR 97034

Re: Contracts 8465 and 8494

We have received the assignment of Certificate of Deposits in the amount of $7,000 for CD's 13102968 and 13102943.

We are applying $2,000 to contract 8465 and $5,000 to contract 8494.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Oregon Mutual Savings Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8465

1-5

4-27-77

NARRATIVE REPORT

Lebanon Road Int.-Butte Creek
Contract 8465 Prefix 622-1065

The contractor, Castile Landscaping, commenced work on this project January 20, 1977.

In the beginning I didn't expect very much from this contractor. He was low bidder by several thousand dollars and, because his price was only $39,811.25, I expected him to spend half his time doing half a job and the rest of the time thinking of ways to ways to screw the State to make up what he'd left on the table.

It didn't work out that way at all. Castile Landscaping simply knows their business. They were efficient, their equipment was good, and they got a lot of production out of a minimum of people.

Also they kept up their paper-work. This is a major reason I feel so warm toward them. Another reason was the attention they gave to construction signing. They did a better job in this regard than anyone I've worked with in recent years.

As roadside improvement projects go this one was run-of-the-mill. It required the usual planting area preparation, weed spraying, then tilling-in soil conditioner. There were only 7 trees to plant and 6.534 shrubs to set out. Of these, 5,853 were roses, most of them strip planted in the median.

Most of the plants looked very good. Some skimpy roses were replaced before the final inspection. Thirty-seven warminster broom planted beneath the Sand Ridge U'xing were short in height and diameter. At the final inspection on April 7, 1977 to accept these at a reduced price. Accordingly, Price Agreement No. 1 was initiated to credit the State $0.50 for each of the thirty-seven under-size shrubs for a total credit of $18.50.

The construction phase wound up looking just dandy. I hope the end of the establishment period will prove out all the nice things I've said about the work.

J. M. Martin
J. M. Martin
Resident Engineer

1 Versteeg
3 Olson
1 Christensen
Scott
copy Swenson
Savage
Trout

RECEIVED
APR 27 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

STATEMENT OF UNDERRUNS & OVERRUNS

Lebanon Road Int.-Butte Creek
Contract 8465 Prefix 622-1065
FAP I-5-4(83)216

	Original Amount	Semi-final Estimate	Percent
Contract Bid Items	$39,811.25	$37,828.85	- 5%
Anticipated Items	100.00	0	- 100%
Contingencies	1,796.01	0	- 100%
Engineering	3,991.13	3,991.13	0
Totals	$45,698.39	$41,819.98	- 8.5%

STATEMENT OF UNDERRUNS AND OVERRUNS

Lebanon Road Int.-Butte Creek
Contract 8465 Prefix 622-1065
FAP I-5-4(83)216

BID ITEM		BID QUANTITY	FINAL QUANTITY	PERCENT UNDER-RUN OR OVERRUN
1	Temp. Prot. & Dir. of Traffic	100%	100%	0
2	Temporary Signs Underrun because contractor's mode of operation did not require full amount of anticipated signing.	430 Sq. Ft.	261 Sq. Ft.	- 39.3%
3	Flagmen Contractor's method of operation did not require flagmen.	60 hours	0	- 100%
4	Furn. & Placing Topsoil Contract plans expected rocky material in mounds would have inadequate topsoil cover. This did not occur.	75 Cu. Yds.	0	- 100%
5	Furn. & Planting Trees	7 Each	7 Each	0
6	Furn. & Planting Shrubs Didn't need any more than we planted.	6,675 Ea.	6,534 Ea.	- 2%
7	Bark Mulch Adequate coverage required a little more than estimated.	93 Units	97 Units	+ 4.3%
8	Soil Conditioner Original estimate may have been too low or we may have applied it a little heavy in spots.	685 Cu. Yds.	705 Cu. Yds.	+ 3.0%
	Temporary Erosion Control Item not needed.	$100.00	0	- 100%
	Contingencies Item not needed.	$1,796.01	0	- 100%
	Engineering The amount remaining will be needed for the establishment period.	$3,991.13	$3,661.00	- 8.2%

8465

FINAL REPORT

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lebanon Rd.-Butte Creek Roadside Improvement

WEEK ENDING: April 2, 1977

SECTION PREFIX: 622-1065

HIGHWAY: Pacific

COUNTY: Linn

NAME OF JOB: Lebanon R. Int.-Butte Creek

KIND OF WORK: Rdsde Imp

CONTRACTOR: Castile Landscaping

CONTRACT NUMBER: 8465

FEDERAL AID PROJECT NUMBER: I-5-4(83)216

DATE OF CONTRACT: Jan. 12, 1977

DATE WORK STARTED: Jan. 20,1977

XXXXXXX COMPLETION DATE: Const. Phase: 3-29-77

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED: 51%

PROJECT AUTHORIZATION: $ 45,698.39

EXCLUSIVE OF ENGINEERING: $ 41,707.25

ENGINEERING AUTHORIZATION: $ 3,991.13

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 93

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 40,016.25

ENGINEERING COST TO DATE: $ 3,273.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

ESTIMATED PERCENT: XXXXX UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 82 %

DATE PROJECT WAS COMPLETED: Construction Phase completed 3-29-77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27 - Showers			
MONDAY	28 - Showers			
TUESDAY	29 - Fair			
WEDNESDAY	30 - Showers			
THURSDAY	31 - Showers			
FRIDAY	1 - Showers			
SATURDAY				

K

RECEIVED
APR 4 1977
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	1 man set out 7 trees at Sand Ridge U'xing. 3 men placed 9 units of bark mulch on planting areas along SB lane.
TUESDAY	2 men placed 4.5 units of bark mulch on various barrier mounds. This completes the construction phase of this project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work on construction phase is completed. Final inspection will be held April 7, 1977 at 2 PM. All persons interested in knowing what a good-looking landscape job is like are cordially invited.

SIGNED J. M. Martin LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9465

STATE COPY

1

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO. 3-97

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3-15-77

STATE Oregon
COUNTY Linn
PROJECT NO. I-5-4(83)216

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
Lebanon Rd. Int.-Halsey Int.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$97,211.00	$89,666.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer MAR 15 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, March 9, 1977

Federal-aid Project
No. I-5-4(83)216

LEBANON ROAD INT.-HALSEY INT. SECTION
PACIFIC HIGHWAY
LINN COUNTY

Project Agreement Estimate.

Type Code Y003
Lebanon Road-Butte Creek Unit (Sta. 1400+00 to Sta. 1677+70)

Temporary Protection and Direction of Traffic	All	Required		$ 1,500.00
Temporary Signs	430	sq.ft.	4.00	1,720.00
Flagmen	60	hour	12.00	720.00
Furnishing and Placing Topsoil	75	cu.yd.	4.50	337.50
Furnishing and Planting Trees	7	only	17.50	122.50
Furnishing and Planting Shrubs	6,675	only	4.00	26,700.00
Bark Mulch	93	unit	55.00	5,115.00
Soil Conditioner	685	cu.yd.	5.25	3,596.25
				$39,811.25

Anticipated Items

Temporary Erosion Control (E.W.)	All	Required		$ 100.00
	Subtotal			$39,911.25
	Engineering			5,787.75
	Total			$45,699.00

Type Code Y003
Butte Cr.-Halsey Int. Unit (Sta. 1679+66 to Sta. 2010+00)

Temporary Protection and Direction of Traffic	All	Required		$ 7,000.00
Temporary Signs	430	sq.ft.	5.15	2,214.50
Flagmen	60	hour	16.25	975.00
Furnishing and Placing Topsoil	75	cu.yd.	6.50	487.50
Furnishing and Planting Trees	19	only	21.00	399.00
Furnishing and Planting Shrubs	2,980	only	3.10	9,238.00
Furnishing and Planting Roses	7,320	only	1.15	8,418.00
Bark Mulch	150	unit	40.00	6,000.00
Soil Conditioner	1,110	cu.yd.	9.15	10,156.50
				$44,888.50

Anticipated Items Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$44,988.50
	Engineering	6,523.50
	Total	$51,512.00

Length of Project - - - - - - 0.00 Mile

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Lebanon Rd.-Butte Cr.	$45,699	$42,152	$3,547
Butte Cr.-Halsey Int.	51,512	47,514	3,998
Totals	$97,211	$89,666	$7,545

Group 1 - 100%	Group 1 - 100%
Contract No. 8465	Contract No. 8474
Prefix No. 622-1065	Prefix No. 622-1063

8465

Linn Co

Salem, Oregon
January 27, 1977

Thomas L. Savage
Landscape Engineer

Jack Martin
Resident Engineer

Lebanon Road-Butte Creek
Linn County
Roadside Improvement Project
Rose Planting in Median

I concur with your suggestion to move the planting bed for the roses to a position 19'-20' from the paved shoulder. This will result in better growing conditions for the roses than the 15'-17' indicated on the plans. The gravel is only 2"-6" deep at the 19'-20' distance and this will result in a mixture of gravel and soil when tilled.

You have indicated to me the contractor's suggested method of "pocket planting" the roses would not result in a significant price reduction to the state. I believe the "pocket planting" method would not result in a measurably more successful planting. Therefore, I recommend that the specified method of bed preparation and planting be used.

Moving the roses farther from the paved shoulder will somewhat reduce the initial effective height of the roses, but this should be offset by the more favorable growing conditions in the new location.

TLS:az
cc: Construction Section
Region II

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JAN 31 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8465

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO
FOR

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

SUBJECT: Landscape Project
Second Year Plant
Establishment

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTED
E. S. HUNTER

cy-Rubin - pls proceed as outlined - ESH

cc Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

In reply refer to: 1041EC/510.7

SUBJECT: Second Year PlantEstablishment

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

12-15-76

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

G. L. Green

1 Versteeg ✓
2 Olsen
Copy
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1 3 77

Versteeg
Review ongoing contracts for modifying as outlined.
EO.

RECEIVED STATE HWY
DEC 14 '76
REFER TO
FOR

8465 12-15-76 45

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-4(83)216

STATE PROJECT NO.: See below

COUNTY NAME: Linn

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-862

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED: 9-1-76

DATE AUTHORIZATION EFFECTIVE: 12-15-76

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

"Lebanon Road Interchange - Halsey Interchange"

GENERAL DESCRIPTION OF WORK:

Landscaping CodeY003 miles 0.0

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-10-76 letter, the revised PS&E documents for the subject project covering the first contract portion - Lebanon Rd. Interchange Butte Creek Section for a total estimated cost of $58,629 - Federal funds $54,079 are approved.

A signed revised Title Sheet is returned herewith.

DATE: 12-15-76

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE

8465

Salem, Oregon
November 12, 1976

Tom Savage
Landscape Engineer

Hal Versteeg
Road Design Engineer

Lebanon Rd. Interchange--
Halsey Interchange Section
Pacific Highway
Linn County
Landscape Project

I am requesting this project be divided into two separate contracts due to the limited availability of 3'-4' roses specified for the median screen planting. There are enough roses of this size available at this time to do approximately one-half of the project.

The first contract would call for 3'-4' balled and burlapped or container grown roses beginning at Station 1400+00 (MP 227.69 and ending at Station 1678+00 (MP 222.43). This contract would be ready for the January 6, 1977, letting with a June 30, 1977, completion date.

The second contract would call for 18"-24" bare root roses beginning at Station 1678+00 (MP 222.43) and ending at Station 2010+00 (MP 216.14). This contract would be ready for the January 26, 1977, letting with a June 30, 1977, completion date.

[illegible]

TLS:az

1st Project - Lebanon [illegible] Rd. [illegible]
Beginning Sta. 1400+00 (MP [illegible])
Ending Sta. 1677+70 (MP [illegible].12)

2nd Project - [illegible]
Beginning Sta. 1677+66 (MP 222.3[illegible])
Ending Sta. 2010+00 (MP 216.14)

H

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 622-1063

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 4, 1976

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Lebanon Road - Halsey Inter.
Roadside Improvement Project
Pacific Highway
Linn County

Your letter dated October 18, 1976, along with Tom Savage's letter to you dated October 6, 1976, have been referred to our District Engineers for comment, and attached you will find copies of the letters from our three District Engineers for your information.

It appears to me the only way we could accept the use of 18" - 24" bare root roses instead of the 36" - 48" container grown roses, would be to also provide for the additional spray, weeding, soil preparation and fertilization performed by the contractor under the supervision of our Landscape Foreman, to be assured we would have an acceptable product at the end of the contract.

I would favor the use of the larger plants, since it would provide a satisfactory headlight screen in a shorter time than the small roses would. However, it is possible that we could tolerate the smaller bare root roses if we could force the contractor to take proper care of the plants during an extended establishment period.

In any event, Region 2 proposes to involve our Landscape Foreman in the inspection of roadside improvement projects, so that we may be more assured of having more satisfactory results from our landscape contractors.

In summary, I can say that we would give guarded approval of the use of the smaller bare root roses as long as a suitable establishment period is also specified.

TWL/elf
cc: Joe Hay
E. L. Everton
R. A. Kuehn
H. C. Johnson

1 Versteeg ✓
2 Olson
Christensen
Scott
4 Swenson
3 Savage
Trout

RECEIVED
NOV 05 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 2, 1976

FILE: DES 20-1

Richard Kuehn

FROM: Richard Kuehn
District Engineer

SUBJECT: Rose Specifications
Assign. No. 1950

TO: T. W. Litchfield
Region Maintenance Engineer

I have discussed these proposed spec changes for rose bushes with Keith Wolcott. We feel that these roses grow fast enough that 18" - 24" high plantings could be substituted for the 48" plantings now required without substantially hindering the purpose of the roses.

Keith felt that bare root roses could be used, but extra care would have to be taken as far as when and how the planting is done.

RK:sc

REGION 2 ENGINEER
RECEIVED
1976
☐ RE ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ ROE
☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Astoria, Oregon 97103

FILE:

November 1, 1976

FROM: Eldon L. Everton
Eldon L. Everton
District Engineer

TO:
T. L. Litchfield
Region Operations Engineer
Salem, Oregon

SUBJECT: Lebanon Road-Halsey Interchange
Roadside Improvement Project
Assignment No. 1950

Not knowing what types of roses that is being referred to, I have made the assumption that they are the roses that are used as the barrier between the North and South bound lanes of the Interstate. If this is the case, then I have no experience with this type of rose and would not be able to give any recommendation.

If they are talking about a hybrid rose that is to be used in the Interchange for land-scaping, then I would add the following: I feel that hybrid roses are a poor plant for land-scaping due to their being suspectible to so many diseases and requiring so much pruning that the maintenance cost is very high.

ELE:sfv

REGION 2 ENGINEER
RECEIVED
1976
4
ROE
LFE

FORM 81-734-3030

REGION 2 ENGINEER
RECEIVED
FILE:
OCT 28 1976
☐ RE ☐ RCE ☑ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Corvallis District
October 25, 1976

Lynn C McK

FROM: Lynn C. McKibben
Asst. Dist. Engr.

SUBJECT: ASSIGNMENT NO. 1950
Lebanon Rd.--Halsey Intch.
Roadside Improvement Proj.

TO: T. W. LITCHFIELD
Region Operations Engineer

As per previous telephone conversation with you, the following comments relate some of the concerns of District Four with the recommended substitution of 18"--24" bare root roses for the originally specified, 3'--4' container grown, roses for the subject project. I concur with Hal Versteeg's concern about establishment and maintenance problems that may occur if the smaller (18"-24") roses are substituted. I feel Tom Savage's statement that one additional growing season would make the smaller roses equivalent to the larger roses is very optimistic.

The additional spray, weeding, soil preparation, fertilizing and replanting costs in maintenance (100% State funds) monies and landscape crew (presently over-extended) man-hours are real costs that cannot be easily absorbed in our present program. The additional year (or three) required before any return on our maintenance investment can be realized is an additional adverse factor. The roses, although they may enhance appearance at freeway speeds, are, I understand, basically intended to present a glare shield and eventually, if they ever become well established, a non-destructive, energy absorbing saftey barrier alternate to type G median barrier. The effectiveness of the plantings, as other than an aesthetic boon, cannot be expected to materialize as quickly if the smaller rosed are planted, and the maintenance expenditures will be increased.

This District is involved in an ongoing attempt to improve the quality of the present rose plantings along Hwy. 1 within our boundaries and is experimenting with several soil additives and fertilizer applications that we hope to find inexpensive enough to use on a Districtwide basis.The soils that happened to be placed in the planted areas were not chosen, in many cases, for their capacity to grow roses and were probably placed with an eye on the Mass Diagram during construction. This has not helped to establish luxuriant rose beds. As a constructive suggestion, it would appear that our limitted State funds, augmented by Federal monies, might be well spent in soil preparation, fertilization, and provision of drainage so that the smaller roses, that can be procurred, will have a chance to become an asset rather than the liability that I fear.

- 84165

1-5

Salem, Oregon
October 18, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Lebanon Rd.-Halsey Interchange
Roadside Improvement Project

C. O. Fredrickson
Joe Hay

The Landscape Engineer has recommended that we specify 18" - 24" roses for this project. I am not sure that the 18" - 24" roses are big enough to be worthwhile considering the establishment problems and maintenance costs. I would further suggest to have a good root system they should be container grown.

I would appreciate your recommendations and suggestions on the sizes of roses we should specify for this project.

JHV:jh

RECEIVED
OCT 22 1976
ROAD
DESIGN
SECTION

Versteeg
I Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 6, 1976

Thomas L. Savage

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: Lebanon Rd.-Halsey Interchange
Roadside Improvement Project

TO: J. H. Versteeg
Road Design Engineer

I recommend that when we re-advertize this project, we change the 3'-4' container grown roses to 18"-24" bare root roses.

Bare root roses would require about one growing season to become established, and then they would be equal to container roses of the same height.

Specifying 18"-24" container grown would lower our estimate to approximately $104,900.00.

By specifying bare root roses 18"-24", we would lower our project estimate to approximately $89,700.00

TLS:az

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 07 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8465

9-20-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -5-4(83)216

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-862

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO Rulien
FOR
nfo | nves | R/D | D/R | Sign | Act | ile

DATE PS&E APPROVED 9-1-76

DATE AUTHORIZATION EFFECTIVE 9-1-76

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION: "Lebanon Road Interchange - Halsey Interchange"

GENERAL DESCRIPTION OF WORK: Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Temporary erosion control #100

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-18-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-30-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $137,857, Federal Funds $127,214.

A signed copy of the Title sheet is returned herewith.

DATE 9-20-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8465 8-18-76 15

LETTER OF APPROVAL AND/OR AUTHORIZATION

NO. I-5-4(83)216

STATE PROJECT NO. See below

FROM: G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. I-862

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-18-76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

"Lebanon Road Interchange - Halsey Interchange"

GENERAL DESCRIPTION OF WORK:

Landscaping (Code Y003 - Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Approval (TEC $140,000 - FF $129,190)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-11-76 letter I approve the subject project for inclusion in the Federal-aid program.

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE 8-18-76

SIGNATURE OF APPROVING OFFICIAL G. K. Hoover for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-858

8465

13

~~PRO 6-2~~

August 11, 1976

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. I-5-4(83)216
Linn County

We are submitting program data for one project, Item No. 862, Project No. I-5-4(83)216, "Lebanon Rd. Intchge.-Halsey Intchge. Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on September 23, 1976.

CL:bb

Attachment
cc: C. O. Fredrickson (Region 2)

N NO.

O.

FORM PR-1
(REV. 4-61)

8-11-76

FEDERAL-AID PROGRAM DATA

R	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	I-5 Lebanon Rd. Intchge.-Halsey Intchge.		17,500	30,600	96	10	Oregon	41	042	862

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ng								I-	5-4(83)		216	

RAL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Linn	043	☐ 1 OR ☒ 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	I	I-5	1	I-5

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) Y003		"Lebanon Rd. Intchge.-Halsey Intchge. Sec."	0.0	140,000	129,190	10,810		ROW-300' normal; Access control-full; Parking restrictions-complete.
PARED BY C.L.			PROJECT TOTALS	0.0	140,000	129,190	10,810		

OGRAM APPROVAL DATES

REMARKS

Additional data see Item I-778, Project No. I-5-4(79)216.

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-11-76

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

CARD 2
REPORT NUMBER (18) 1 (20)
PROJECT LOCATION (45 typewriter spaces) 21 I-5 Lebanon Rd. Intchge.-Halsey Intchge. 65
ADT PRESENT (66) 17,500 FUTURE 30,600 (70) YEAR (71) 96 (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Landscaping 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER PREFIX LETTER(S) 14 I- 23 NUMBER 7 5-4(83)
SEQ.

CARD 4
CLASS OF FEDERAL FUNDS Interstate
NAME OF URBAN AREA ---
17-31
COUNTY NAME Linn
CODE 043 (12) (14)
ROUTE NO. I
FEDERAL-AID I-5 (32)
STATE 1 (36)
U.S. (37) I-5 (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y003		"Lebanon Rd. Intchge.-Halsey Intchge. Sec."	0.0	140,000	129,190	10,810	

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.0	140,000	129,190	10,810	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)		

ROW
Ac
Pa
co

REMARKS

Additional data see Item I-778, Pro
I-5-4(79)216.

LEBANON RD. INTCHGE.-HALSEY INTCHGE. SECTION
PROJECT NO. I-5-4(83)216

REMARKS - continued

Information for PR-37B:
ROW-1; ROW-F; Sanitary Facilities - N.

Project Data:
The work under this project consists of furnishing and planting trees, shrubs, vines and incidental work (e.g., placing soil conditioner, fertilizer, furnishing and placing bark mulch, etc.) common to this type of project.

Requirements of IM 50-1-70; FHPM 7-7-2; FHPM 7-7-5:
This project is considered stage construction as part of the work necessary to complete this section to Interstate standards. The work is necessary to conceal the construction scars caused by the safety work accomplished under Project I-5-4(79)216. The cited requirements were complied with under the preceding named project.

Note:
This project is in Congressional District No. 2.

8466 Dougherty Slough-Tillamook 1977
Sec. of Ore. Coast Hwy.
(Grading & paving)

8466

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 11, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy
Safekeeping Officer

Re: Cascade Construction Company
Contract 8466

The $2,000.00 released on this project is being applied to the unallocated account per memo from Jon E. Morris of Cascade, 4-7-78.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

[illegible]
C. W. HEAD

STATE OF OREGON

INTEROFFICE MEMO

DATE: February 27, 1978

TO: H. S. Coulter
State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8466, Work Completed October 15, 1977

Project Dougherty Slough - Tillamook

Highway Oregon Coast

County Tillamook

Type of Work Grading and Paving

Contractor Cascade Const., Inc.

Recommended Acceptance Date February 27, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:skw

cc: R. D. Church

RECEIVED
STATE HWY ENGR
FEB 28 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 2-28-78

3-1-78

81-125-1387

8466

March 6, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On March 1, 1978, we wrote to you concerning release of final payment on Contract No. 8466 awarded to Cascade Construction Company, Inc., for work on the Dougherty Slough-Tillamook Section of the Oregon Coast Highway in Tillamook County.

The total contract amount is $374,198.44 including $942.27 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Rager, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8466

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 7, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

Contract 8466, the $8,000 released on this project is being applied to the unallocated account per Cascades memo of January 30th.

Contract 8468, retainage requirements on this project have been reduced to $1,000. The excess $5,000 on deposit may be released or transferred to another project. Please notify this office as to the disposition.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr., (att.)

8466

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 24, 1978

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8466

Gentlemen:

Retainage requirements on this project have been reduced to $2,000.00. You presently have $10,000.00 deposited in lieu of retainage. $8,000.00 may be released or applied to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8466

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 9, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8466

Gentlemen:

Retainage requirements on this project have been reduced to $10,000.00. You currently have $20,000.00 on deposit. This releases $10,000.00.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

8466 | 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dougherty Slough-Tillamook

WEEK ENDING: October 22, 1977

SECTION PREFIX: 29-0503

HIGHWAY: Oregon Coast

COUNTY: Tillamook

NAME OF JOB: Dougherty Slough - Tillamook

KIND OF WORK: Grading and Paving

CONTRACTOR: Cascade Construction Co., Inc.

CONTRACT NUMBER: 8466

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 12, 1977

DATE WORK STARTED: February 15, 1977

ESTIMATED COMPLETION DATE: October 15, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 225

CALENDAR DAYS USED: 230

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 442,053.36

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 407,000.85

ENGINEERING AUTHORIZATION: $ 35,052.71

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 398,800.00

ENGINEERING COST TO DATE: $ 40,580.09

DATE PROJECT WAS COMPLETED: ?

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 2 %

PERCENT OF AUTHORIZATION . . . . 116 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Curb & Walks	
100%	100%	100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.52	0.52			0.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.52	0.52			0.52
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,480 C.Y.	1,000 Tons			3,980 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,249 C.Y.	1,644 Tons			3,568 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Completed	Completed			Completed
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Clear	230		
MONDAY	17	Clear	230		
TUESDAY	18	Clear	230		
WEDNESDAY	19	Rain	230		
THURSDAY	20	Cloudy	230		
FRIDAY	21	Overcast	230		
SATURDAY	22	*****	230		

K

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — OCT 25 1977 — Berg
Hopkins — Church
Johnsen — CONSTRUCTION SECTION — Gebauer
Inloes — Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No Activity.
MONDAY 17	No Activity.
TUESDAY 18	No Activity.
WEDNESDAY 19	No Activity.
THURSDAY 20	No Activity.
FRIDAY 21	No Activity.
SATURDAY 22	No Activity.

REMARKS

On october 15, 1977 the contractor completed installation of the tide gates, and cleaned out the storm sewers. This completes all work on the subject project. This will be the last report submitted for this project.

SIGNED Walter Bartel LOCATION Astoria

for Chet Anderson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8466

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8466

9

Project: Dougherty Slough - Tillamook
Highway: Oregon Coast
County: Tillamook
Contract: No. 8466
Prefix: 29-0503-900

Versteeg
I Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 18 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

REFERRED TO
Beard Dorn
Cole Ample
Eriksen Watson
Hager Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NARRATIVE REPORT

The first work on the project other than the TP&DT signing was excavation for the tide gate headwalls at the storm drain outlets. It was necessary to subecavate and place a blanket of 3/4"-0 shoulder aggregate under the headwalls for support as the existing ground was very soft. Except for the overlaying existing surfacing material the existing ground throughout the project area was very soft and unstable, (soft saturated clays and silts). It wasn't practical to use the excavated material to backfill the storm drain line trenches and provisions in the contract provided for backfilling with 3/4"-0 shoulder aggregate. This worked very well. Besides backfilling the trenches with shoulder aggregate, all trenches were subexcavated and the storm drain pipes were bedded on a minimum of one foot of shoulder aggregate.

It was originally required to install a plastic fabric material under the rip-rap at the storm drain outlets, at Hoquarton Slough and Dougherty Slough, as a filter filter blanket. Approximately 100 square feet of the plastic fabric material would have been needed. The specified material was only available, from suppliers, in lots of thousands of square feet. This made installing the plastic fabric impractical and a P.A. was implemented providing for substituting bar-run gravel as filter blanket material.

Breaking up the outer portions of the existing A.C. pavement and mixing it with cement was called for in the project plans. This cement treating portion of the work was done right after the storm drain lines had been installed. Cool weather prevailed and the complete breakup of the existing A.C. surfacing material with normal excavating equipment (cat, blade, roller, and ripper) to sizes small enough to mix, in place, with a very heavy duty tiller wasn't achieved. Some existing surfacing material, (probably about 30%), was removed and replaced with 3/4"-0 shoulder aggregate material. To achieve complete breakup of existing A.C. surfacing with normal excavation equipment reqires warm weather.

The existing material in the shoulder area was predominantly granular. Mixing cement with this material in place appeared to be very effective. By scarifying the full depth first it was no problem to till the required 12 inches deep in one pass. Conditions for compacting the cement treated material were not ideal. It's doubtful if compacting a 12 inch deep lift of cement treated material laying on an exceedingly soft subgrade resulted in optimum densities.

The majority of the A.C. mix used on the project was hauled from Portland, a haul distance of 70 miles, which took about two hours. The mix in the corners of the truck beds cooled enough to harden into chunks. These chunks then hungup on the paving machine screed making scour marks in the mat. The scour marks were filled and raked by hand. Having to take care of the chunk problem slowed and interrupted the paving operation resulting in a rougher than normal riding surface. During the afternoons the chunk problem lessened somewhat because of warmer air temperatures. Of help in controlling this problem on future projects specific mention of requiring higher ambient temperatures for longer hauls and use of insulated truckbeds on longer hauls in the project special provisions might be considered.

No particular problems were encountered on the embankment, curb, gutter, inlet, and sidewalk work.

STATEMENT OF OVERRUNS AND UNDERRUNS

Dougherty Slough - Tillamook

Oregon Coast Highway
Contract No. 8466 Prefix 29-0503

	Original Authorization	Semi-Final Estimate	Overrun	Underrun
Original Contract	$377,999.50			
Anticipated Items	$ 11,475.00			
Contingencies	$ 17,526.35			
Engineering	$ 35,052.71			
Total Authorization	$442,053.56			

Explanation of Overruns and Underruns

Bid Items

1. Mobilization

Specified	All
Final	100%

2. Temporary Protection and Direction of Traffic

Specified	All
Final	100%

3. Temporary Signs

Specified	205 SqFt
Final	238 SqFt
Overrun	16%

Work sequence required use of more types of signs than planned for. "Abrupt Edge" signs were needed but were not included in signing quantity.

4. Temporary Barricades

Specified	13 Each
Final	11 Each
Underrun	15%

In most instances cones were used instead of barricades to channel traffic around work. Except for isolated locations at manholes, inlets and driveways blocking of traffic for extended periods of time, with barricades, was not needed.

5. Flagmen

Specified	800 Hours
Final	402.5 Hours
Underrun	50%

Except for short periods when it was neccessary to flag one way traffic through the work area, the existing roadway was wide enough to maintain two way traffic through the thr project during working hours thereby reducing the amount of flagging time normally needed on a project.

6.	Removal of Structures and Obstructions	Specified Final	All 100%
7.	General Excavation As provided on the typical section the contractor selected to base the curb on shoulder aggregate material rather than the cement treated material. It was necessary to excavate some of the existing shoulder material to place this foundation lift of aggregate material under the curb. The planned excavation quantity didnot include any quantity for the shoulder aggregate alternate therefore the excavation quantity overran.	Specified Final Overrun	500 CY 1,244.3 CY 149%
8.	Embankment in Place	Specified Final Overrun	980 CY 1005.0 CY 3%
9.	Trench Excavation Apparently the preliminary estimate of required trench excavation was too low. Possibly the one foot depth of excavation below the pipe, as shown on the typical section, was not included in the preliminary quantity computations.	Specified Final Overrun	2535 CY 2899.3 CY 14%
10.	Finishing Roadbed and Slopes	Specified Final	All 100%
11.	Furnishing and Placing Topsoil Preliminary estimate of areas needing top soil and amount needed on the areas actually covered was overestimated.	Specified Final Underrun	200 CY 84 CY 58%
12.	Watering Quantity needed overestimated. Wet conditions prevailed while rock was being placed on project and essentially no water was added.	Specified Final Underrun	40 M-Gal 6.8 M-Gal 83%
13.	Aggregate Shoulders Plans provide alternate of basing curb on cement treated base or shoulder aggregate and the contractor elected to base the curb on shoulder aggregate. Shoulder aggregate quantity set up on project didn't include any amount for use as base for curbing.	Specified Final Overrun	1,000 Ton 1644.18 Ton 64%

14. Cement Treated Subgrade

Specified	8,120 SqYd
Final	5,647.32 SqYd
Underrun	30%

A width less than that shown on the typical sections was treated with cement in order to place the joint between treated and untreated material nearer the center of a travel lane and also treated width was narrowed by using shoulder aggregate under the curbing rather than cement treating this area.

15. Cement for Treated Subgrade.

Specified	285 Ton
Final	238.97 Ton
Underrun	16%

See Item Number 15.

16. Class "C" Asphalt Concrete Mixture

Specified	3,980 Ton
Final	3,567.77 Ton
Underrun	10+%

Planned quantity of A.C. included an amount for raising the grade of the existing road from Sta. 5+50 to 8+50 a maximum of 1½ feet. Grade in this area was actually raised only about 1 foot but the planned quantity wasn't reduced accordingly resulting in an underrun of this item.

17. Asphalt Cement in Mixture

Specified	260 Ton
Final	205.92 Ton
Underrun	21%

See Item Number 16

18. Asphalt in Tack Coat

Specified	3 Ton
Final	6.58 Ton
Overrun	119%

Liberal amounts of tack used on all lifts of A.C. surfacing to insure bonding of the seperate layers. Extended periods of wet conditions in area required the use of more than normal amounts of tack coat.

19. 8-Inch Sewer Pipe

Specified	216 Lin Ft
Final	130 Lin Ft
Underrun	40%

To avoid conflict with an already relocated water line, a run of 8" drain line behind the sidewalk was replaced by a run of 12" drain line at the curb line.

20. 12-Inch Sewer pipe

Specified	1,556 Lin Ft
Final	1,824 Lin Ft
Overrun	17%

Some inlets shifted away from driveways, thereby lengthening runs of connecting 12" drain lines along curb lines. Also to avoid relocated water line a run of 8" drain line behind sidewalk was replaced by a run of 12" drain line under curb.

21. 15-Inch Sewer Pipe

Specified	178 Lin Ft
Final	169 Lin Ft
Underrun	5%

22.	18-Inch Sewer Pipe	Specified	272 Lin Ft
		Final	269 Lin Ft
		Underrun	1%
23.	21-Inch Sewer Pipe	Specified	412 Lin Ft
		Final	421 Lin Ft
		Overrun	2%
24.	24-Inch Sewer pipe	Specified	192 Lin Ft
		Final	192 Lin Ft
25.	27-Inch Sewer Pipe	Specified	688 Lin Ft
		Final	698 Lin Ft
		Overrun	1%
26.	2-Inch PVC Pipe	Specified	30 Lin Ft
		Final	-0-
		Underrun	100%
	Connection of weep holes and roof drains located in existing sidewalk curb to the storm drain system was't needed. It was found that these weep holes and one of the two roof drains tiles were not active.		
27.	4-Inch PVC Pipe	Specified	6 Lin Ft
		final	15 Lin Ft
		Overrun	150%
	See Item Number 26.		
28.	8-Inch PVC Pipe	Specified	74 Lin Ft
		Final	-0-
		Underrun	100%
	See Item Number 26.		
29.	Extra for Pipe Under Pavement	Specified	265 Lin Ft
		Final	197 Lin Ft
		Underrun	26%
	Planned quantity was based on total width of existing pavement since a portion of the existing pavement was going to be torn up and cement treated later it wasn't necessary to replace the entire width of the pavement.		
30.	Bedding Material	Specified	2,135 CY
		Final	2829.71 CY
		Overrun	33%
	See Item Number 9.		
31.	Headwall with 21-Inch Flap Gate	Specified	1 Each
		Final	1 Each
32.	Headwall with 30-Inch Flap Gate	Specified	1 each
		Final	1 each
33	Concrete Manholes	Specified	8 Each
		Final	8 Each

34. Concrete Inlets, Type "G-1" In a few instances owners along roadway revised their parking lot or driveway areas which required revisions in placement and number of inlets required behind sidewalk.	Specified Final Underrun	19 Each 11 Each 42%
35. Concrete Inlets, Type "CG-1"	Specified Final	30 Each 30 Each
36. Concrete Inlets, Type "D" See Item Number 34.	Specified Final Overrun	2 Each 5 Each 150%
37. 6-Inch Drain Pipe	Specified Final Underrun	168 Lin Ft 160 Lin Ft 5%
38. Special Filter Material in Drains Amount of perf. pipe installed was below planned quantity resulting in corresponding underrun of filter material.	Specified Final Underrun	18 CY 15.6 CY 13%
39. Concret Walks	Specified Final Underrun	1,250 Sq Yd 1217.28 Sq Yd 3%
40. Concrete Driveways	Specified Final Overrun	1080 Sq Yd 1089.74 Sq Yd 1%
41. Concrete Curbs	Specified Final Underrun	230 CY 220.17 CY 4%
42. Extra for Asphalt Approaches	Specified Final Underrun	26 Each 25 Each 4%
43. Loose Riprap, Class 100 Additional quantity used as foundation for flap gate headwalls.	Specified Final Overrun	8 CY 20.58 CY 157%
44. Fiber Filter (PA #1) Local Conditions at time of construction were reviewed when excavations for headwall and riprap blanket was being made and it was obvious that area of filter blanket and riprap coverage could be reduced without sacrificing erosion control purposes.	Specified Final Underrun	135 Sq Ft 90 Sq Ft 33%

PA # 1.	Filter Blanket (See Item Number 44)		
PA #2.	Concrete Stairway	Specified Final	All 100%
PA. #3.	Purchase of Material left on hand	Specified Final	All 100%

#8466

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8466

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

8466

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

#8466 9

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[illegible]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

July 6, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

RE: PUX 1122 SXF 898

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-440 issued by the Public Utility Commissioner on June 29, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

NOTED
H.S. COULTER

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt
James Chidsey
E. L. Everton
R. P. Hamilton
Jim Kinns

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sem	Act	File

EIVED
1977
LEGAL

ORDER NO. 77-440

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 898

In the Matter of the Application)
of the State of Oregon, by and through)
its Department of Transportation,)
Highway Division, for the authority,)
pursuant to ORS 763.030, to alter a)
grade crossing of the Oregon Coast)
Highway (US101 Main Avenue) and)
Southern Pacific Transportation)
Company, Tillamook Branch spur track,)
in Tillamook, Tillamook County)
Oregon.)

ORDER

On December 8, 1976 the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a grade crossing of Oregon Coast Highway (US101, Main Avenue) and the spur track of Southern Pacific Transportation Company, Tillamook Branch, in Tillamook, Tillamook County, Oregon.

Applicant proposes to repave the existing highway surface and restripe the highway to provide two southbound lanes and one northbound lane. After completion of the project the width of the highway will remain at its present 55 feet. The existing protection consisting of a crossbuck, standard advance warning sign and standard advance warning pavement markings, at appropriate locations on each side of the crossing, will remain after completion of the project.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company, Tillamook County, City of Tillamook and applicant. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are an issue and no hearing will be required.

ORDER NO. 77-440

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

 (a) Bear all the cost of altering the crossing;

 (b) Construct and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof;

 (c) Notify the Commissioner upon completion of its portion of the project.

(3) Southern Pacific Transportation Company shall maintain that part of the crossing lying between lines drawn two feet outside each rail and bear all the cost thereof.

Made, entered and effective June 29, 1977.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

8466

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8466

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8424 and 8466

In accordance with your memo received April 12th the $5,000 released on 8424 is being applied to 8466 giving a new total on 8466 of $20,000.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8466

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contracts 8303, 8332, 8376 and 8415

Contracts 8303, 8376 and 8415 have been Finalled. Contract 8332 retainage was reduced to $1,000. In accordance with your memo of March 28th the $13,000 deposit released on these projects is being applied as follows:

8466	Add	$10,000
Unallocated	Add	3,000

Re: Contract 8424

This project has been finalled. This releases the $5,000 deposited in lieu of retainage on this contract. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of this excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK;mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att)

NOTED
C.W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

84666

p

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8466

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1977

Cascade Construction Company , Inc.
PO Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Contract 8127 has been finalled. This releases the $20,000 securities posted in lieu of retainage on this project.

The $20,000 is being applied to the following contracts in accordance with your memo of February 10th.

Security Summary;

Contract	Prior Total	This Transaction	New Total
8127	$20,000	(20,000)	-0-
8459	-0-	10,000	10,000
8463	-0-	5,000	5,000
8466	-0-	5,000	5,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Jean VanScoy

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

NOTED
C. W. HEAD

8466 yellow 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

December 23, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Dougherty Slough-Tillamook Section
Oregon Coast Highway
Tillamook County

TO: Chet Anderson
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9093 00 Mainline, Centerline Profile Grade

Attachment

84166

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/9/76

Donald L [illegible]

1-6-77
~~12-16-76~~ Bid Letting __________ All Clear Deadline

SECTION Dougherty Slough - Tillamook
Highway Oregon Coast
County Tillamook Region 2
Type of Work G.P. Lt. Turn Funds Bond 74
State ✓ Consultant _ Plans Avail. ✓ Yes _ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					N/A Bond Money
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
Fish & Wildlife Review		☒			☒	Project acceptable

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒					Bond Funds

8466

ALL CLEAR 1 1

Bond

ENVIRONMENTAL REVIEW

Section Dougherty Slough-Tillamook
Highway Oregon Coast
County Tillamook Region
Type of Work G-P-Lt. Turn
Funds

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ N/A Bond Money

DIVISION OF STATE LANDS: N/A Less than 50 cu. yds. Storm sewer outlets into sloughs

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: Yes - Letter written to F&W requesting comments.

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise:

OTHER: Archaeological: Need survey

8466

15

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXXXXX
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Transportation Building

December 7, 1976

Mr. Roger Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1122

Dear Mr. Campbell:

Enclosed is an original and eight copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Tillamook County, one copy for service upon City of Tillamook and four copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: W. S. Coulter
C. O. Fredrickson
C. T. Keasey
D. N. Harwell
James E. Chidsey

RECEIVED
STATE HWY ENGR
DEC 8 '76
REFER TO
FOR
Info Appr R.D D.R Sign Act File

PUC Docket No. SXF

PUC Crossing No. FD-856.28-C

DOT-AAR Crossing No. 749 496 H

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030, to
(020/030/040)

alter a grade crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Oregon Coast Highway (US 101) (Main Avenue)
(name of street or highway)

and Southern Pacific Transportation Company,
(name of railroad company)

Tillamook Branch Spur,
(name of railroad main or branch line or other trackage)

in Tillamook, Tillamook County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected-

State Grade Crossing Protection fund.
Estimate of dollar cost to fund: $

Federal-Aid Highway System funds.*

Other Federal Funds, such as "Safer Roads Demonstration Program" Funds.*

X None of above.

*If Federal Fund assistance is expected, please give appropriate Federal statutory provision.

Form AX-1/75

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) XX Alteration/relocation or an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form AS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify)____

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

Form AX-1/75

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Building, Salem, OR 97310

2. Statutory authority under which this application is made: 763.030 (ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 856.28-C

City Tillamook

Nearest railroad station ____________

County Tillamook

The proposed project is to be in the SW 1/4 of the NW 1/4 of Section 30',

Township 1S, Range 9W, W.M.

4. Name of public highway involved in this project:

Oregon Coast Highway (US 101) (Main Avenue)

Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co.,

Tillamook Branch Spur
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company

b. Oregon Department of Transportation, Highway Division

c. City of Tillamook

d. Tillamook County

e. ____________

f. ____________

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Repave the existing highway surface. Restripe the highway to provide two south bound and one northbound lanes.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes If yes, why? To provide more capacity for northbound traffic

9. Is the crossing involved (to be) a separated crossing? No

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No.

If no, why not? Lack of horizontal clearance.

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: Tangent

(2) Width---The highway is 55 feet wide at the crossing at present; after completion of the project, it will be 55 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At Present--			After Completion--		
Shoulder* of	19	feet	Shoulder of	10	feet
2 lane(s) at	12	ft. each	3 lane(s) at	12	ft. each
Median of		feet	Median of		feet
lane(s) at		ft. each	lane(s) at		ft. each
Shoulder of	12	feet	Shoulder of	9	feet

Explanation, if necessary:

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---

	At Present:	After Completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Asphalt	Asphalt
Type of surface on shoulders:	Asphalt	Asphalt
Condition of surface:		
on approaches	Poor	New
at crossing	Poor	New
Is the highway curbed on the approaches?	Yes-West side	Same

(4) Gradient, going toward crossing on---

	At Present:	After Completion:
N (N or E) approach	± -5.5 %	± -5.5 %
S (S or W) approach	± +5.5 %	± +5.5 %

(5) Nearest public roadway intersection on each approach---

(a) N (N or E) approach 1700 ft; ADT 250 (est)

(b) S (S or W) approach 300 ft.; ADT 8,000

Name of road or highway:

(a) Hadley Road

(b) 1st Street

Public authority with jurisdiction over road or highway:

(a) Tillamook County

(b) Oregon D.O.T., Highway Div. & City of Tillamook (Hwy. Div.-East) (City-West)

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see Item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) Yes (yes/no)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the State Grade Crossing Protection Account, they should also be listed under Item 14 herein.)

Traffic Signals exist at intersection of 1st St. and Main Ave. Since active signals do not exist nor are they proposed at the crossing, no interconnection is possible.

b. The Railroad

	At Present:	After Completion:
(1) Number of tracks--	1	1

Name of each track from N (N or E) to S (S or W): Spur Line

(2) Angle of intersection---

If more than one track-highway angle exists, please give details track by track:

(3) Alignment---Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

To West - Tangent. To east - Tangent for 78' then on 6° curve to the right.

(4) Nearest switch---

	At Present:	After Completion:
E (N or E) of crossing:	1000+ ft	1000+ ft
W (S or W) of crossing:	1000+ ft	1000+ ft

(5) Rail through crossing--- N/A

	At Present:	After Completion:
Weight of rail (lbs/yard):		

Year installed: ______ Year manufactured: ______

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume:

At Present: 10,200; After Completion: 10,200;

Expected 5 years after completion: 10,800.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	25 mph	25 mph
on S (S or W) approach:	25 mph	25 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	25 mph	25 mph

(3) Direction of traffic flow:	N & S (N & S, etc.)	N & S

b. The Railroad

(1) Train movements--- (avg per day)	At present:	Expected after completion:
Freight trains:	0	0
Switching movements:	1	1
Passenger trains:	0	0
(2) Speed of trains---		
Maximum allowable:	5 mph	5 mph
Typical:	5 mph	5 mph
Slowest normal:	2 mph	2 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N approach: (N or E)	500 ft to right; 250 ft to left
S approach: (S or W)	200 ft to right; 500 ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .	The motor vehicle operator can see along the railroad . . .
N approach: (N or E)	30 ft to right; 140 ft to left
S approach: (S or W)	60 ft to right; 110 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? Yes (yes/no)

If yes, please explain by what and at what point it will be obstructed:

North Bound Traffic will not be able to see the crossing until they turn onto Main Ave. from 1st St. 300' south of crossing.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? Yes (yes/no)

If yes, explain how you proposed to overcome this problem:

Do not anticipate this will be problem due to the infrequent use of crossing by train movements.

If no, why not?

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? Yes (yes/no)

If yes, please explain by what and at what point it will be obstructed:
North Bound Traffic will not be able to see the crossing until they turn onto Main Ave. from 1st St. 300' south of crossing.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? Yes (yes/no)

If yes, explain how you proposed to overcome this problem:
Do not anticipate this will be problem due to the infrequent use of crossing by train movements.

If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches: None to be installed.

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, Flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: ______________________________

Number of such devices: _____; To be located as follows:

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $____________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective device(s)

Form AX-1/75

b. Protection type: ________________ ________________________________

Number of such devices: ____; To be located as follows:

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ____

Number of such devices: _____; To be located as follows:

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $________________***

***Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

N/A

Estimated cost of this portion: $______.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon D.O.T., Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

N/A

b. Remainder of crossing area: Oregon D.O.T., Highway Division

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: Oregon D.O.T., Highway Division

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: Oregon D.O.T., Highway Division

19. If automatic protective devices are (to be) installed at the crossing, please answer the following: N/A

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? __________

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be __________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? __________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. __________

b. __________

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

b. All highway appurtenances: ______

c. Above the bottom of the beams plus the beam-bearing assemblies: ______

d. Railroad tracks, railroad drainage and all railroad facilities: ______

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

b. All highway appurtenances: ______

c. Above the bottom of the beams plus the beam-bearing assemblies: ______

d. Railroad tracks, railroad drainage and all railroad facilities: ______

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? ______

If so, describe (and attach complete drawing):

27. Is a temporary crossing at grade necessary during the construction period?

________ (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

SECTION IV. PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

30. How much circuitry is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A---1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B:

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ____________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ____________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________________

37. Who will maintain the barricades, if any, at the closed crossing?

____

38. Who will pay for said maintenance? ____________________

____

SECTION V. (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: FD-855.80-C, 1 X-buck, 1 STOP Sign; FD-856.18-C, 2 X-bucks; FD856.33-C, 1 STOP Sign; FD-856.38-C, 1 STOP Sign; FD-856.43-C, 1 STOP Sign.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings necessary for the expedient flow of traffic and to provide access to areas served.

41. Other items of construction and cost distribution: No

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - Dwg. No. 9B-14-13 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 9, 10, 13, 14 & 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 4 day of December, 1976.

H S Caulter
(Applicant)

James Sollis
(Attorney)

I, H. S. Caulter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Caulter

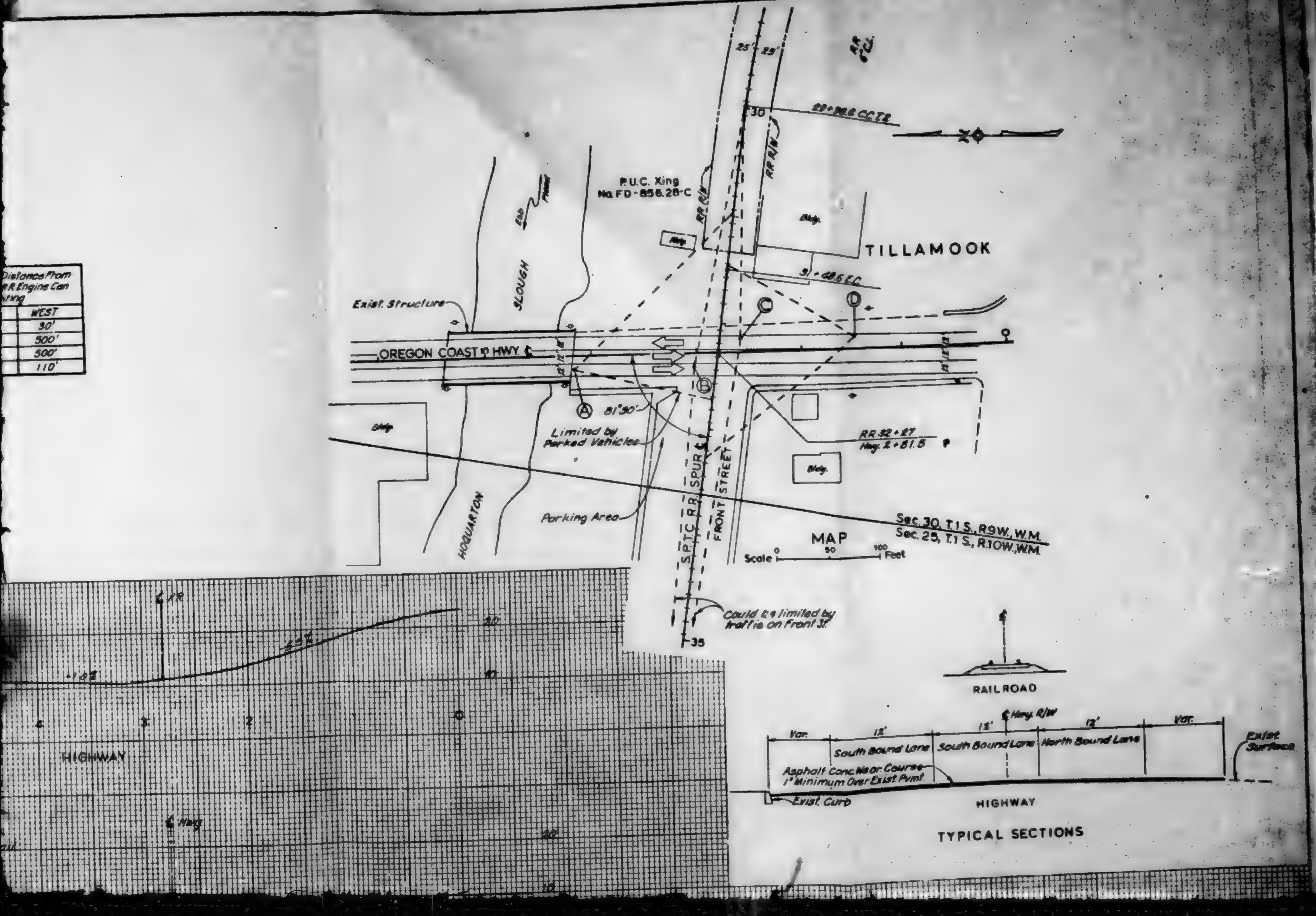
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 4th day of December, 19 76.

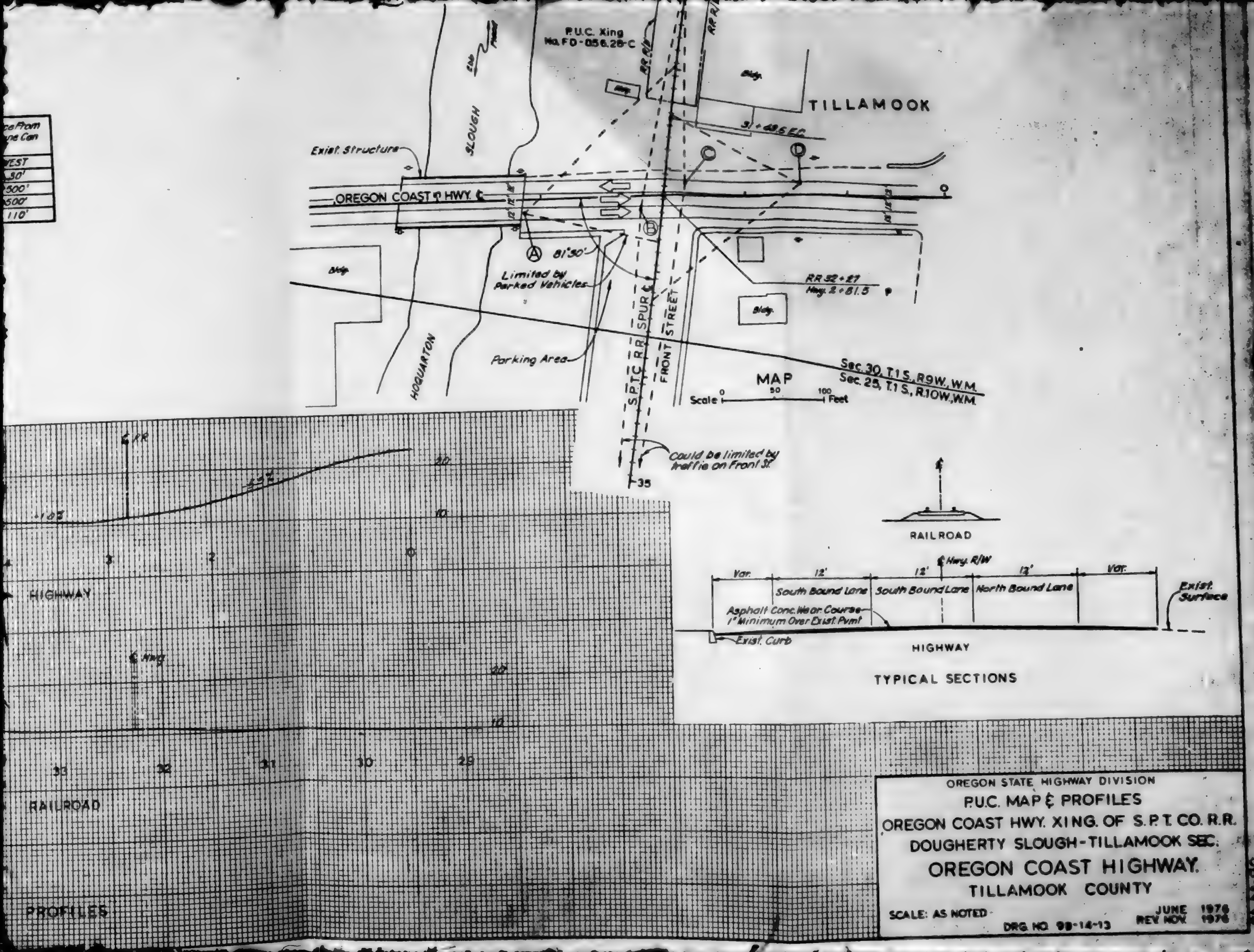
James S. Sollis
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/75
Signature Page


TILLAMOOK
P.U.C. Xing
No. FD-856.28-C
RR R/W
RR R/W
25'
25'
30
29+98.6 CC TS
R.R. ℄
31+48.6 EC
Bldg.
Bldg.
Bldg.
Bldg.
Bldg.
SLOUGH
Ebb
Flood
Exist. Structure
OREGON COAST HWY. ℄
12' 12' 12'
12' 12' 12'
Ⓐ
Ⓑ
Ⓒ
Ⓓ
81°30'
Limited by Parked Vehicles
Parking Area
HOQUARTON
S.P.T.C. R.R. SPUR ℄
FRONT STREET
RR 32+27
Hwy. 2+81.5
Sec. 30, T.1 S., R.9W., W.M.
Sec. 25, T.1 S., R.10W., W.M.
MAP
Scale 0 50 100 Feet
Could be limited by traffic on Front St.
35
℄ RR
-1.9%
-5.5%
4
3
2
0
20
10
20
10
HIGHWAY
℄ Hwy.
RAILROAD
℄ Hwy. R/W
Var.
12'
12'
12'
Var.
South Bound Lane
South Bound Lane
North Bound Lane
Exist. Surface
Asphalt Conc. Wear. Course 1" Minimum Over Exist. Pvmt.
Exist. Curb
HIGHWAY
TYPICAL SECTIONS

Distance From R.R Engine Can ing	
	WEST
	30'
	500'
	500'
	110'


P.U.C. Xing No. FD-056.28-C
TILLAMOOK
Bldg.
31+48.5 E.C.
Exist. Structure
SLOUGH
OREGON COAST HWY. ℄
Ⓐ 81°30'
Ⓑ
Ⓒ
Ⓓ
Limited by Parked Vehicles
Parking Area
HOQUARTON
S.P.T.C. RR SPUR ℄
FRONT STREET
RR 32+27
Hwy. 2+81.5
Sec. 30, T.1 S., R.9W., W.M.
Sec. 25, T.1 S., R.10W., W.M.
MAP
Scale 0 50 100 Feet
Could be limited by traffic on Front St.
35
ce From
ne Car
EST
30'
500'
500'
110'
℄ RR
4.5%
-1.0%
20
10
3
2
0
HIGHWAY
℄ Hwy
31
30
29
33
32
RAILROAD
PROFILES
RAILROAD
℄ Hwy. R/W
Var.
12'
12'
12'
Var.
South Bound Lane
South Bound Lane
North Bound Lane
Asphalt Conc. Wear. Course 1" Minimum Over Exist. Pvmt
Exist. Curb
Exist. Surface
HIGHWAY
TYPICAL SECTIONS

OREGON STATE HIGHWAY DIVISION

P.U.C. MAP & PROFILES

OREGON COAST HWY. XING. OF S.P.T. CO. R.R.

DOUGHERTY SLOUGH-TILLAMOOK SEC.

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

SCALE: AS NOTED

JUNE 1976
REV NOV. 1976

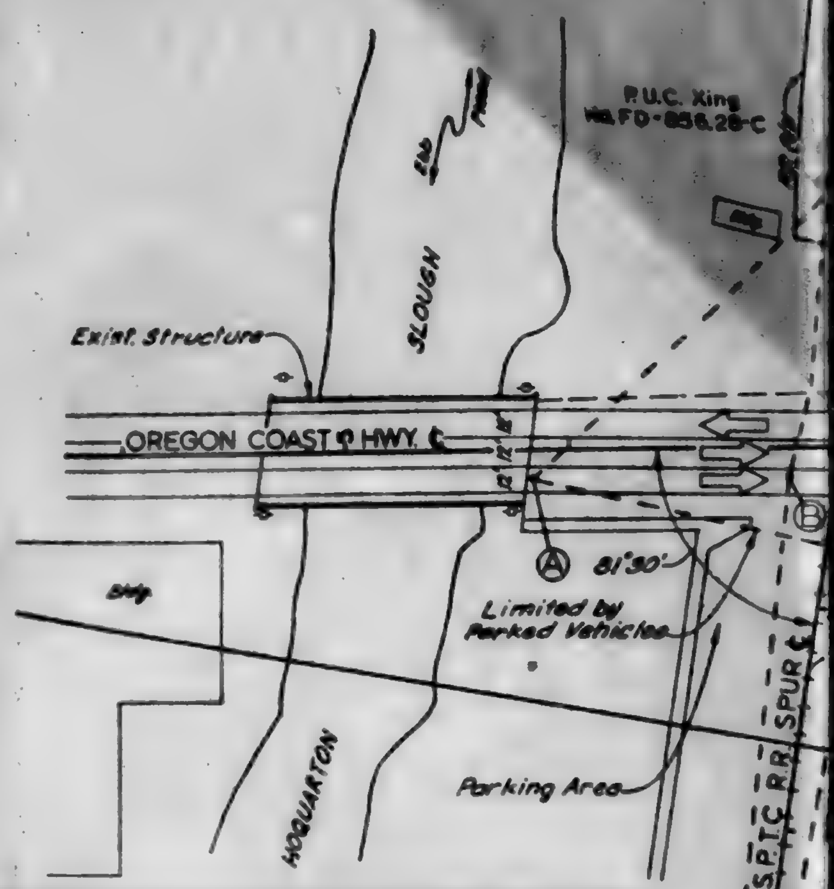
DRG. NO. 98-14-13

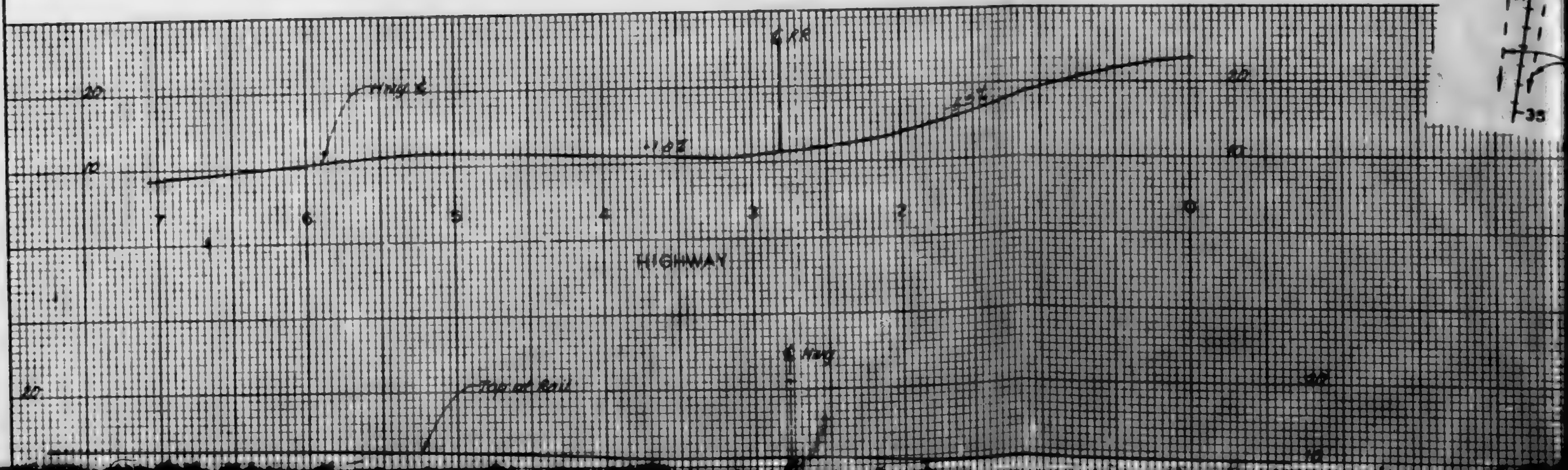
98-14-13

OB-14-13

SIGHTING TABLE

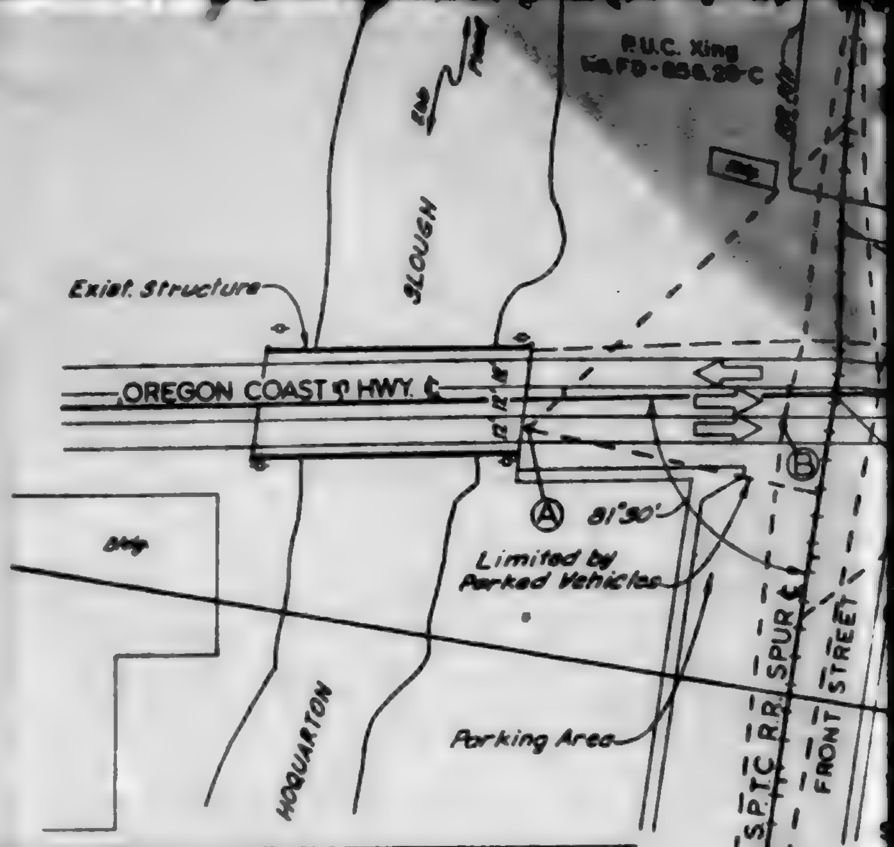
POINT	Distance Along Highway From Crossing To Point		Greatest Distance From Crossing R.R. Engine Can Be At Sighting	
	NORTH	SOUTH	EAST	WEST
A	131'		140'	30'
B	18'		250'	500'
C		18'	200'	500'
D		131'	60'	110'

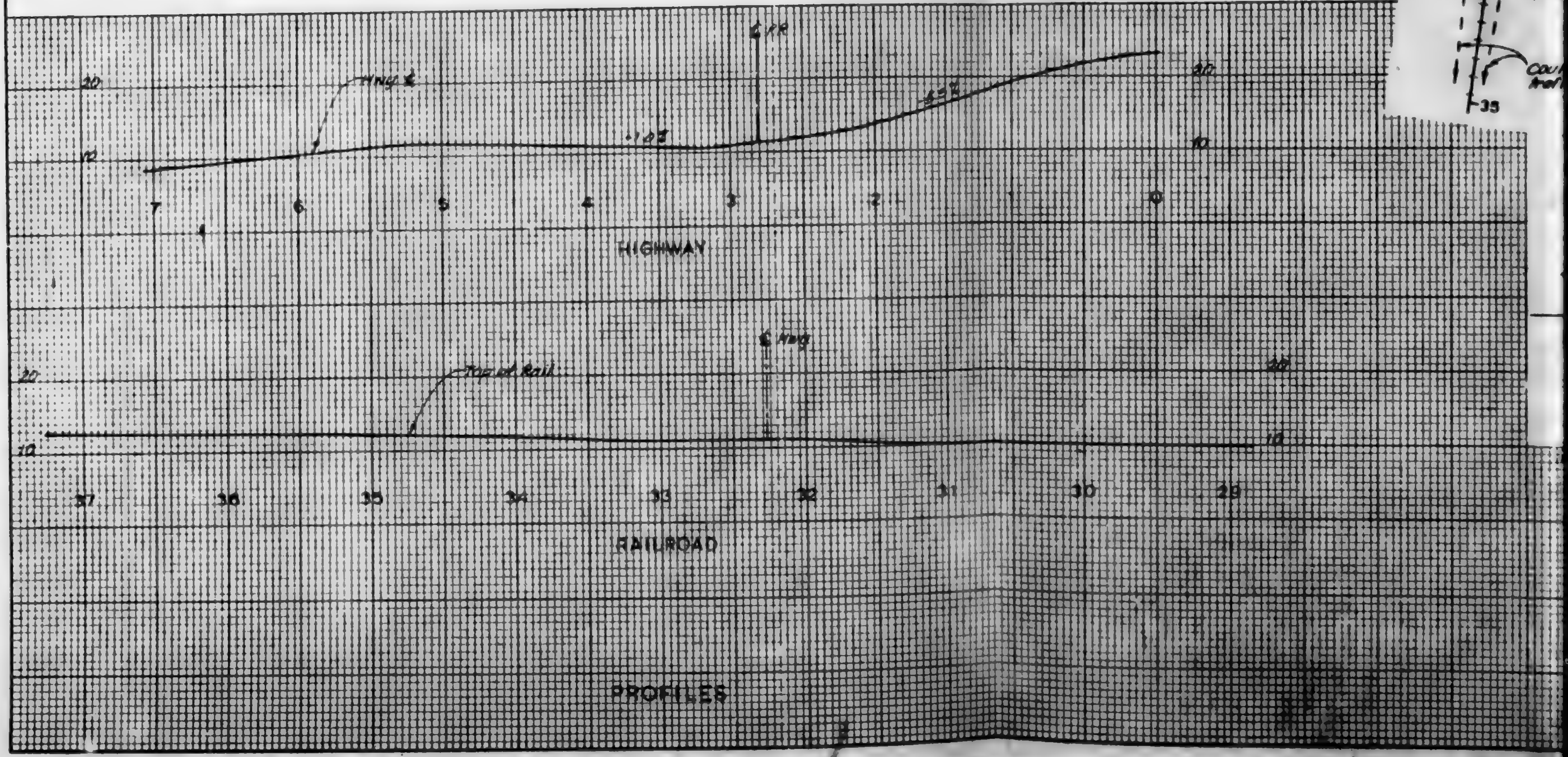

P.U.C. Xing
No. FD-856.28-C
SLOUGH
Exist. Structure
OREGON COAST ℄ HWY. ℄
A
B
81°30'
Limited by Parked Vehicles
Bldg
HOQUARTON
Parking Area
S.P.T.C. R.R. SPUR ℄



SIGHTING TABLE

POINT	Distance Along Highway From Crossing To Point		Greatest Distance From Crossing RR Engine Can Be At Sighting	
	NORTH	SOUTH	EAST	WEST
A	131'		140'	30'
B	18'		250'	500'
C		18'	200'	500'
D		131'	60'	110'


P.U.C. Xing
FD-858.20-C
Exist. Structure
SLOUGH
OREGON COAST HWY. ℄
Bldg
Ⓐ
81°30'
Ⓑ
Limited by
Parked Vehicles
Parking Area
HOQUARTON
S.P.T.C. R.R. SPUR ℄
FRONT STREET
35



8466

1

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
1634 S.W. ALDER STREET, PORTLAND, OREGON 97208

December 2, 1976

Mr. J. H. Versteeg, Road Design Engineer
Oregon State Highway Division
Highway Building, #223
Salem, Oregon 97310

NOTED
E. S. HUNTER

DOUGHERTY SLOUGH-TILLAMOOK SECTION
TILLAMOOK COUNTY

Dear Hal:

The above-referenced project is acceptable to the Department of Fish and Wildlife.

Sincerely,

Brent O. Forsberg
for
JIM E. LAUMAN
STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

RECEIVED
STATE HWY ENGR
DEC 6 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc's sent 12-3-76:

E. S. Hunter
L. W. Rulien
Bob Ellison
R. E. Royer
George Wills
C. G. Swenson
D. O. Christensen
D. L. Trout
C. O. Fredrickson (2)

Versteeg
Olson
Scott
Swenson

RECEIVED
DEC 0 [illegible] 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

- 8466 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 15, 1976

FROM: BILL WERNER
Right of Wy Agent

SUBJECT: File 49444 ✓
Rhoades
Tillamook-Dougherty Slough
Tillamook County

TO: GERALD WIMER
Regional Construction Engineer
East Salem Highway Building
Salem, Oregon 97310

REGION 2 ENGINEER
RECEIVED
[illegible]
FILE LFE

C

There will be no slope construction permit on this file. Owners will be finishing slopes without are assistance.
Please close file.

BW:jj
cc:J. B. BOYD

1 Versteeg ✓
Olson
2 Christensen
4 Scott
3 Swenson
Savage
Trout

RECEIVED
NOV 17 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

APPROVED
Gerald Wimer
REGION CONSTRUCTION ENGINEER

11-17-76
1c cc Hal Versteeg
Chet Anderson
Bill Werner

8466 9

Form 81-734-3010

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 14, 1976

FROM: L. E. George
Traffic Engineer

TO: C. O. Fredrickson
Region II Engineer

SUBJECT: Preliminary Sign Plans
Dougherty Slough - Tillamook Sect.
Oregon Coast Hwy.

Attached are 8 copies of our sign study plans showing proposed sign installations on the above section.

Will you please review these plans in the usual manner and make any comments and recommendations on one set of the plans and return them to this office. Also will you please submit two copies each to the County and to the City for their review. They should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

L. E. George
Traffic Engineer

SW:rah

cc: J. H. Versteeg

1 Versteeg ✓
Olson
2 Christensen ✓
Scott
Swenson
Savage
Trout

RECEIVED
OCT 15 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
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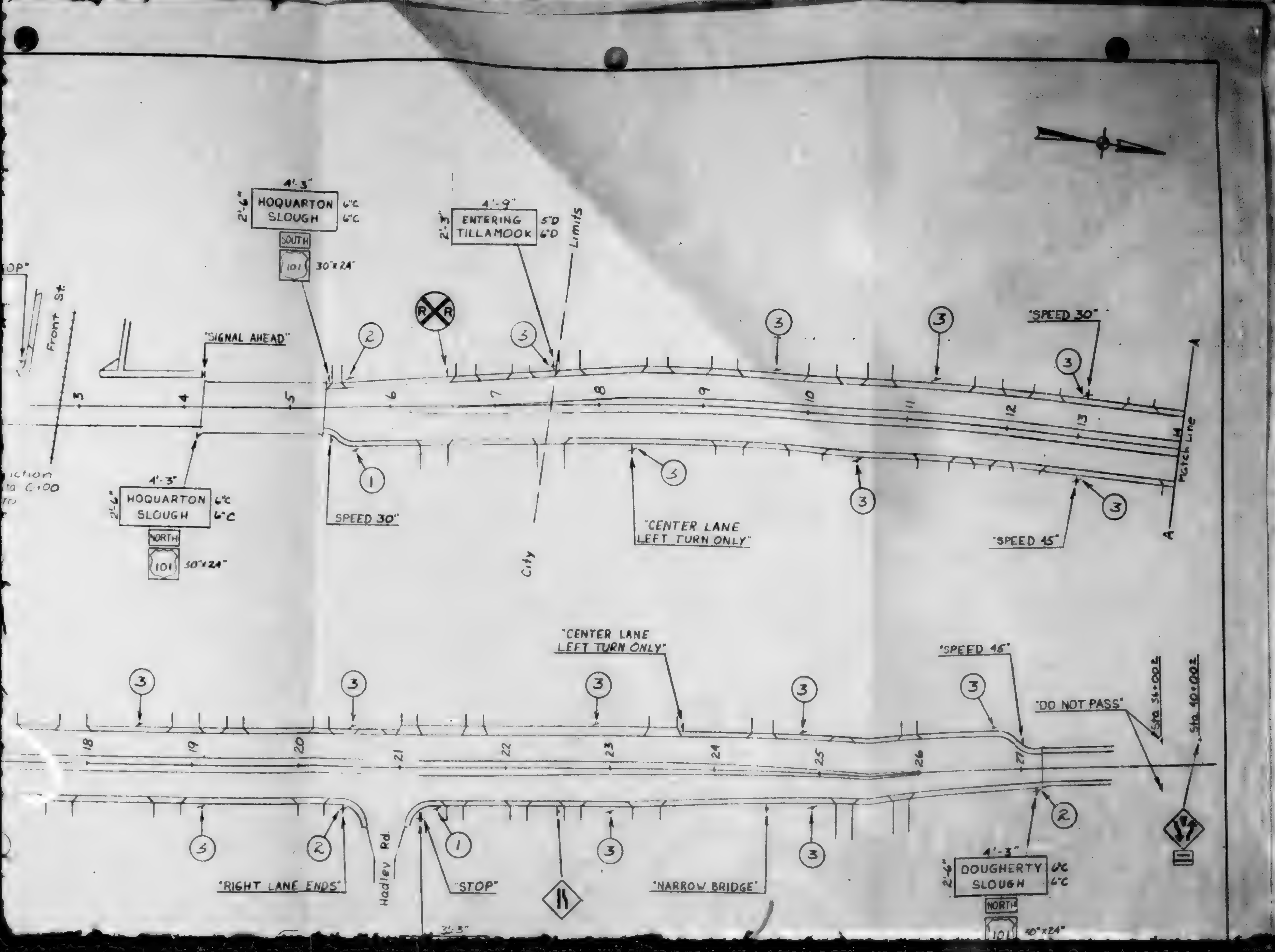
"SIGNAL AHEAD"
4'-3"
2'-6"
HOQUARTON SLOUGH
6"C
6"C
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30"x24"
4'-3"
2'-6"
HOQUARTON SLOUGH
6"C
6"C
NORTH
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30"x24"
4'-9"
2'-3"
ENTERING TILLAMOOK
5"D
6"D
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Limits
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SPEED 30"
"CENTER LANE LEFT TURN ONLY"
"SPEED 30"
"SPEED 45"
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"CENTER LANE LEFT TURN ONLY"
"SPEED 45"
"DO NOT PASS"
Sta 34+00±
Sta 40+00±
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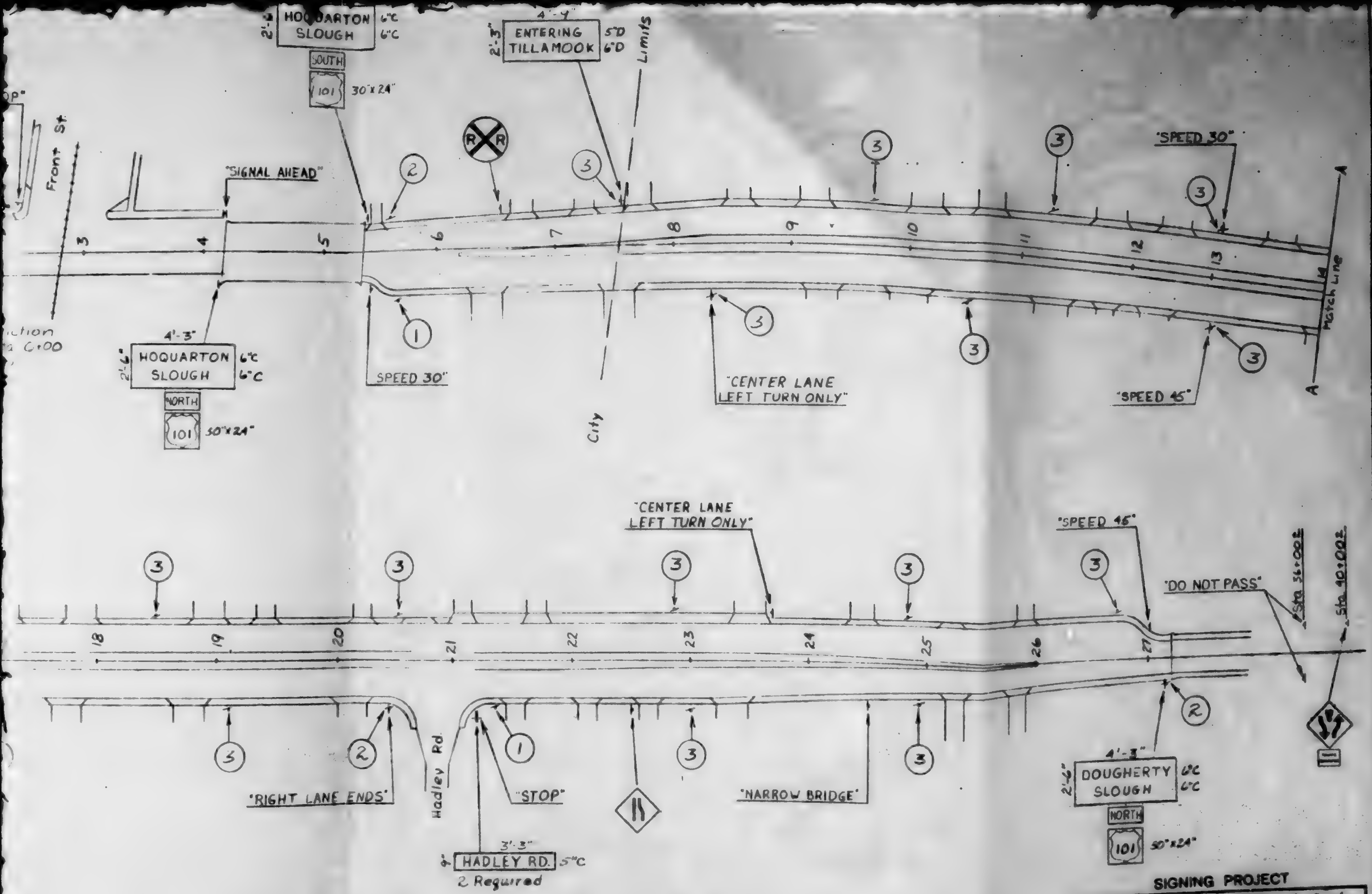
27
"RIGHT LANE ENDS"
Hadley Rd.
"STOP"
"NARROW BRIDGE"
4'-3"
2'-6"
DOUGHERTY SLOUGH
6"C
6"C
NORTH
101
40"x24"
2'-3"


"SIGNAL AHEAD"
HOQUARTON SLOUGH 6"C 6"C
2'-6"
SOUTH
101
30"x24"
ENTERING TILLAMOOK 5"D 6"D
4'-4"
2'-3"
Limits
City
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"SPEED 30"
"SPEED 45"
"SPEED 30"
"CENTER LANE LEFT TURN ONLY"
HOQUARTON SLOUGH 6"C 6"C
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2'-6"
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Sta 36+00±
Sta 40+00±
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"RIGHT LANE ENDS"
Hadley Rd.
"STOP"
HADLEY RD. 5"C
3'-3"
2 Required
"NARROW BRIDGE"
DOUGHERTY SLOUGH 6"C 6"C
4'-3"
2'-6"
NORTH
101
30"x24"

CITY APPROVAL

/ /

DATE

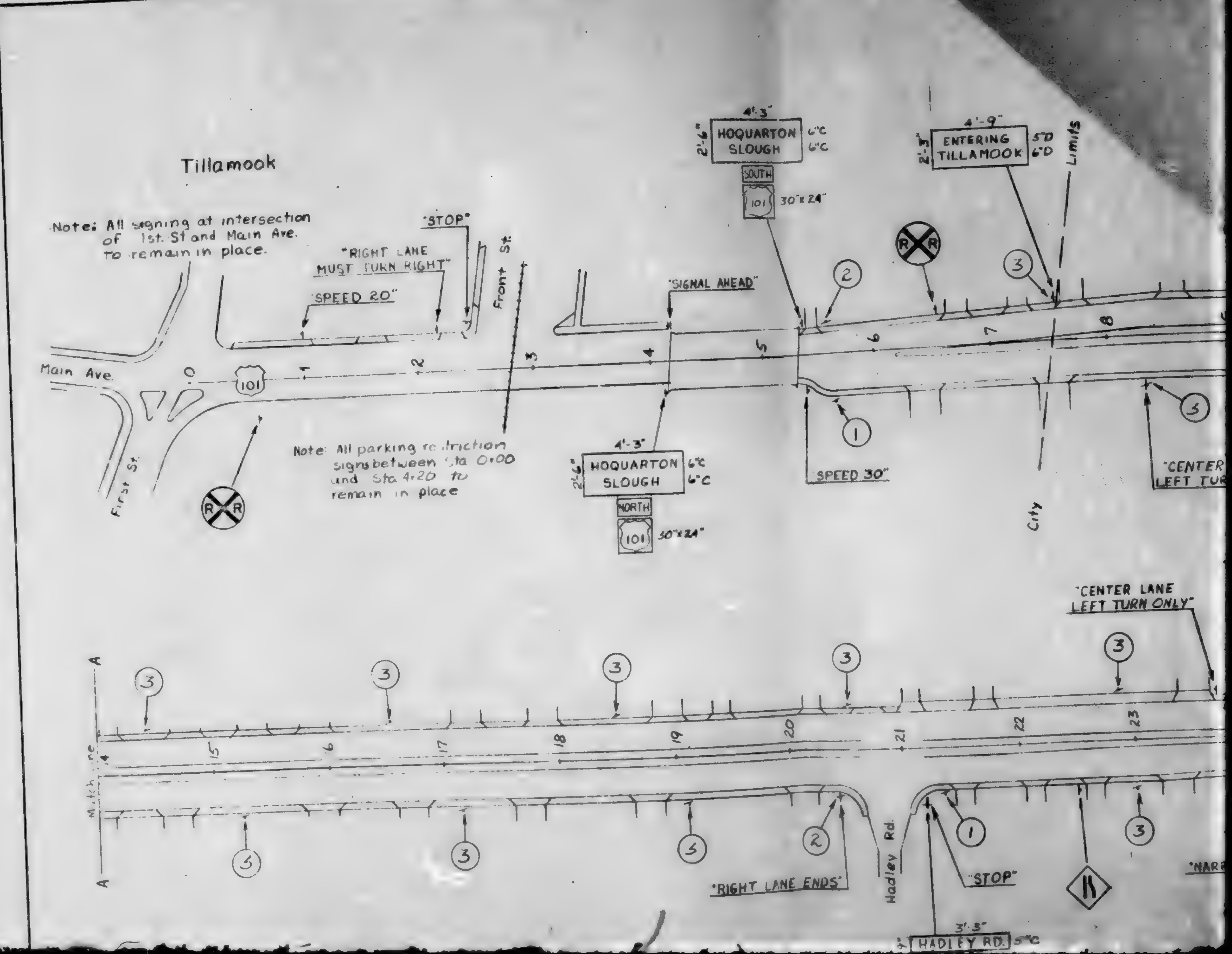
COUNTY APPROVAL

/ /

DATE

SIGNING PROJECT

Dougherty Slough - Tillamook Sect. Oregon Coast Hwy. - Tillamook Co.			
Action	Date	Signature	Title
Submitted	10-11-76		Traffic Control Engr.
Approved	10-13-76	F. J.	Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			F.H.W.A.


Tillamook
"STOP"
"RIGHT LANE MUST TURN RIGHT"
"SPEED 20"
Front St
Main Ave.
First St.
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R R
4'-3"
2'-6"
HOQUARTON SLOUGH
6"C
6"C
SOUTH
101
30"x24"
"SIGNAL AHEAD"
NORTH
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30"x24"
4'-9"
2'-3"
ENTERING TILLAMOOK
5"D
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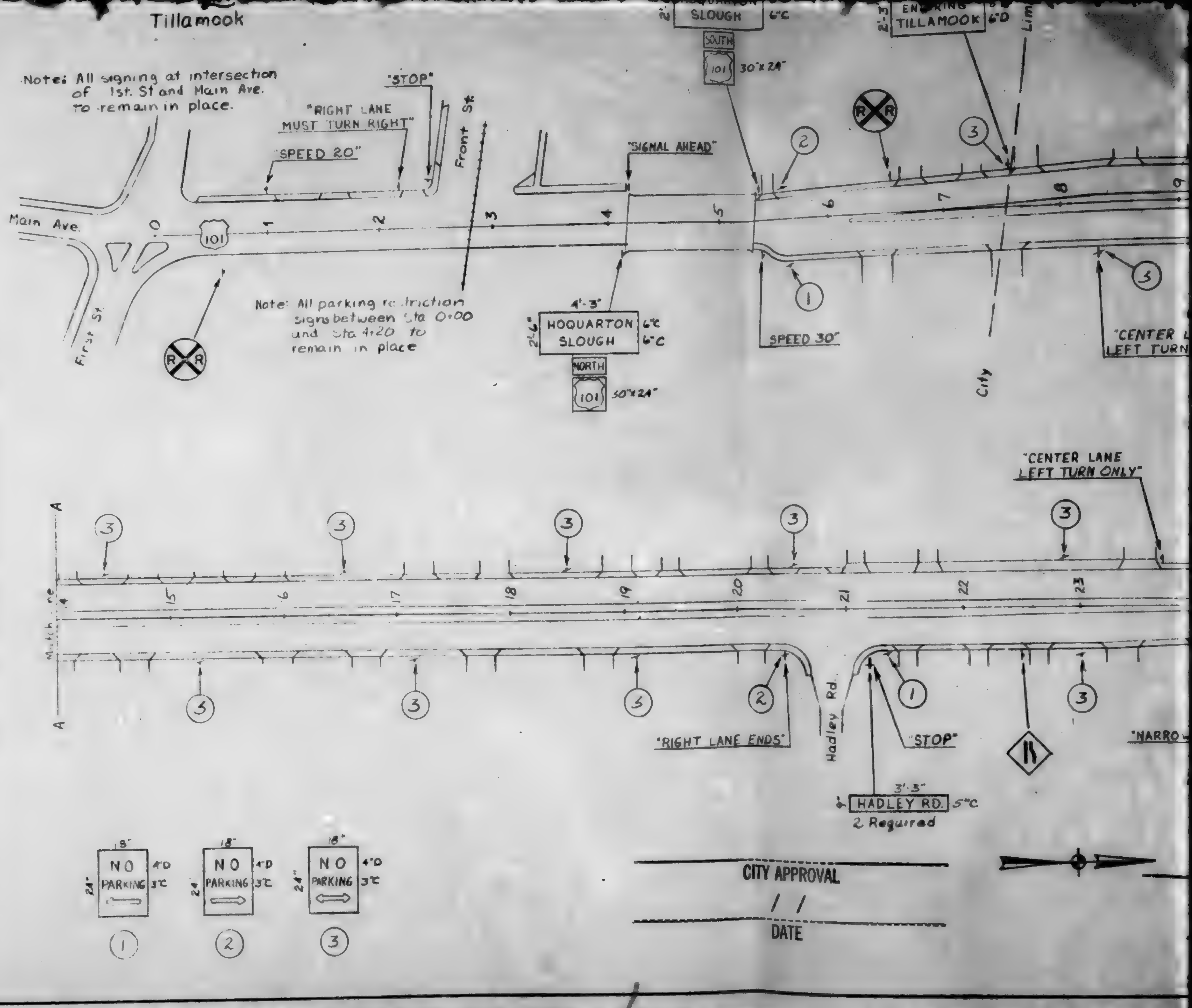
"RIGHT LANE ENDS"
Hadley Rd.
"STOP"
3'-3"
HADLEY RD.
5"C
"NARR

Note: All signing at intersection of 1st. St and Main Ave. to remain in place.

Note: All parking restriction signs between Sta 0+00 and Sta 4+20 to remain in place


Tillamook
"STOP"
"RIGHT LANE MUST TURN RIGHT"
"SPEED 20"
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Main Ave.
First St
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"SIGNAL AHEAD"
SLOUGH
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30"x24"
6"C
ENTERING TILLAMOOK
6"D
Lim
City
4'-3"
2'-6"
HOQUARTON SLOUGH
6"C
6"C
NORTH
101
30"x24"
"SPEED 30"
"CENTER LANE LEFT TURN ONLY"
① ② ③
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Match line
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23
"RIGHT LANE ENDS"
Hadley Rd.
"STOP"
3'-3"
HADLEY RD.
5"C
2 Required
"NARRO
18"
24"
NO PARKING
4"D
3"C

Note: All signing at intersection of 1st. St and Main Ave. to remain in place.

Note: All parking restriction signs between Sta 0+00 and Sta 4+20 to remain in place

CITY APPROVAL

/ /

DATE

8466 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Tillamook, Oregon

September 28, 1976

FILE: 9-1305

REGION 2 ENGINEER
RECEIVED
OCT 1 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

FROM: C. Anderson
Resident Engineer

TO: G. Wimer
Region II Const. Engineer

SUBJECT: Extent of Concrete Surfacing
Dougherty Slough-Tillamook Sec.
Oregon Coast Highway
Tillamook County

The Design Section has recommended that the existence of concrete surfacing throughout the subject project be confirmed as "as constructed" records indicate that there is no concrete surfacing north of Station 9+50±.

On 9/27/76 cores were taken at ℄ and 15' Lt. & Rt of ℄ at Stations 10+50 and 22+00. As suspected the concrete surfacing ends at Station 9+50±. North of 9+50 the surfacing consists of A.C., Oil Mat, and Pit run gravels. The surfacing on the paved shoulders appears to be nearly as substantial as on the main roadbed. It's therefore recommended that consideration be given to leaving the paved shoulders in place, that the existing pavement to an average width of 18 feet each side of centerline be left in place and overlayed rather than 11 feet each side of centerline as presently presently planned.

Before making a final decision on whether to leave the existing paved shoulders in place or tear them up, the strength of the existing shoulders and the continuity of the strength should probably be investigated further by taking load deflection measurements on the existing travel lane and the paved shoulder, throughout the project. If the deflection measurements on the shoulder are not substantially greater than on the travel lane then leaving the existing shoulders in place is probaby justified.

cc Chet Anderson

Attached is a log of the cores taken on 9/27/76. Pictures of the cored material will be submitted when they have been developed.

cc Paul Mann w/attach — Deflection readings indicate shoulders should be removed. Still recommend storm sewer near center outside northbound lane. G Wimer

C. Anderson

C. Anderson
Resident Engineer

REFERRED TO
Beard
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✓ Watson KW
Hager
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BY FINAL DESIGN ENGINEER

Project: Doug[illegible]rty Slough - Tillamook Sec.
Oregon Coast Highway
Tillamook County
Prefix 29-1305

Core Drill Log of Existing Surfacing

Core holes consisted of side by side 6" diameter holes drilled through existing A.C. surfacing with underlying material sampled by hand digging to a depth of 18" to 30".

Hole	Location	Log
#301	at ℄, Station 22+00	0-6", A.C. mat, good condition 6"-9", Oil mat 9"-26", Base lift, course sands with few gravels to 2½". 26"-31", Gravels with sand 31"---, Cemented gravels.
#302	at ℄, Station 10+50	0"-6", A.C. mat, good condition 6"-8", A.C. Patching,(soft crumbly) 8"-17", A.C. material 17"-21", Oil mat 21"-27", Base lift, gravels, sand, and soil
#303	15 Ft. Lt. Sta. 10+50	0"-5", A.C. mat, good condition 5"-7", Oil mat, poor condition 7"-9" Course sand and small gravel 9"-12", Small gravels with a few rocks to 2". 12"-18", Gravels and soil 18"----, Native soil, free water.
#304	15 Ft. Rt. Sta. 10+50	0-6½", A.C. mat 6½"-9", Oil mat, poor condition 9"-24", Small gravels,(dirty), one 6" rock, several small sticks. 24"---, Native ground, wet.
#305	15 Ft. Rt. Sta. 22+00	0-2½", A.C. mat, good condition 2½"-11", Sand, some small gravels 11"-18", 3"-0, crushed rock 18"-30", sand, small gravels 30"---, Tight gravels.
#306	15 Ft. Lt. Sta. 22+00	0-4 3/4",A.C. mat, good condition 4 3/4"-6½", Oil mat, poor condition 6½"-11", 1½"-0 gravels 11"-18", Sand and small gravels 18"-21", 3"-0 crushed rock 21"-33", Sand and small gravels 33"---, Tight gravels.

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Scott
Swenson
Savage
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 22, 1976

N. E. Mann

FROM: N. E. Mann
Senior Designer

TO: MEMO TO THE FILE

SUBJECT: Dougherty Slough-Tillamook Section
Oregon Coast Highway
Tillamook County
PLANS IN HAND REVIEW

A plans in hand review was held on the subject project Tuesday, September 21, in Tillamook. First, the job was reviewed in the field, then the plans were reviewed in C. Anderson's office. The following items were discussed.

1. It was explained that all embankment was to be granular in nature and that all excavation on the project was to be wasted.

2. Chet Anderson proposed that aggregate shoulder material be used for all aggregates and granular materials on the project. (Driveways, backfills in trenches, supplement for aggregate in cement treated subgrade, and embankment in place.) If this is not possible then use no more than two items for these materials. Galloway and Mann are to check this out.

3. It was discussed that there is a problem in mixing cement treated subgrade and obtaining the desired subgrade strength. Eldon Everton described some of his bad experiences with it. Apparently, there is a problem in obtaining a thorough mix to the required depth. This can be due to inadequate equipment and/or the presence of large rocks. It was recommended that the Specifications need to state that the equipment be adequate to till full depth in one pass. Also a penalty (Rework) is needed if depths are deficient by more than one inch.

4. It was recommended by Wimer, Anderson, and Everton that the class "E" mix be deleted and class "C" mix asphalt be used in its place. Mann is to discuss this with Gregg and Christensen.

5. It was recommended by Wimer that the treated subgrade be reduced by 2" and that 2" of Type "C" asphalt be added. Mann is to discuss this with Gregg and Christensen.

6. It was recommended by Anderson and Everton that the proposed French drain (Sta. 5+00 to Sta. 6+60 on the left) be eliminated and a 12" pipe be used. It is their opinion that the water being carried from off the roof of a large adjacent building and being placed in the French drain will have wood chips, sawdust and other debris in it and will in time plug the French drain. Mann is to discuss this with Christensen.

7. It was the consensus of those present that the staging typical section and staging plan south of Hoquarton Slough on Sheet 2A-2 of the plans were not necessary and should be deleted. The reason is to avoid the contractor from thinking he would have to stage construct south of Hoquarton Slough simutaneously and in conjunction with the staging north of this slough. The work to the south of Hoquarton Slough is mostly confined to a 1" overlay.

8. The taper section (Sta. 5+40± to Sta. 8+50±) was discussed. Anderson and Wimer favor Anderson's original proposal or some modification of it which involves a small retaining wall on the back side of the walk. In any event it may be necessary to perform some type of treatment to keep a fill slope from falling against a building in this area. Barner is to investigate this.

9. It was strongly recommended by Wimer, Anderson and Everton that the flow line of the storm sewer system which drains to the south be raised as high as possible. This is to reduce the amount of trenching and backfill. It is also to keep the flap gate at the outlet as high as possible for maintenance purposes. (Trenching in this area will be difficult due to the mucky condition of the soil.)

10. To the right of Sta. 14+28 there is an existing concrete wall. Approximately 2' of the wall will need to be removed and repaired in order to install the proposed type "D" Inlet.

11. The proposed inlet behind the walk to the right of Sta. 19+20 is not necessary. Therefore, it and the easement can be deleted.

12. Everton and Hollitt say that there is P.C. Concrete Pavement under the asphalt all the way between Hoquarton Slough and Dougherty Slough. Therefore, the northerly storm sewer system will need to be moved. It was proposed to move it to the center of the outside northbound lane. The outfall is to be placed as close to the right of way line as possible at Dougherty Slough. This will allow for a future bridge widening without the storm sewer line being in conflict.

13. At Sta. 12+37 there is an existing RCBC that has been buried and plugged. However, the headwalls will need to be removed and its location shown on the plans.

14. Everton is to furnish the Specifications Unit with an estimate of cost for temporary and permanent stripping and delineators.

15. Everton and Anderson say that the signal head at the intersection of First Street need not be adjusted if the traffic pattern is to remain the same. (See item 16)

16. Anderson and Everton do not believe the lanes as proposed on the plans at the southerly end of the project (at the intersection with First Street) will work. Anderson is to send a sketch of his proposed lanes to design unit.

17. Wimer and Anderson would like to eliminate the Method of Feathering detail at the railroad crossing and use a detail similar to the "Paving Detail At Bridges Ends" for the railroad crossing.

18. There was a consensus of opinion that the "Alternate Curb Bedding Detail" should be revised to show the bedding material extending level from the back of the curb for 6" and then sloping off.

19. Anderson requested that $300 be placed as an anticipated item for seeding and mulching and lawn repair.

20. Anderson requested special provisions emphasizing the Standard Highway Specification 104.05(a) (Maintenance of traffic through the work.).

PEOPLE PRESENT:

Gerald Wimer, Region Construction Engineer
Chet Anderson, Resident Engineer
Eldon Everton, District Engineer
Donald Hollett, Maintenance, Tillamook
Perry Crosley, Right of Way Agent
Jim Valentine, Region Utility Engineer
Paul Galloway, Specifications
Carl Barner, Designer
N. E. Mann, Senior Designer

NEM:az
cc: All Present
J. H. Versteeg
D. O. Christensen

1 Versteeg ✓
4 Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

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Salem, Oregon
September 17, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Dougherty Slough-Tillamook Sec.
Oregon Coast Highway
Tillamook County

Gerald Wimer
Region Construction Engineer

We have reviewed and discussed with the Hydraulics Unit the drainage revisions proposed by the field. After due consideration of the factors involved we have decided not to revise the system shown on the plans.

The following problem areas were noted with the proposed field layout:

1. A 27 inch diameter pipe cannotbbe placed in a "CG-2" inlet.
2. A 21 inch diameter pipe cannot be placed in a "CG-1" inlet.
3. Several of the pipes called for would not have sufficient capacity.
4. Several runs of pipe extend up into the subgrade.

The design that is shown on the plans was developed based on information gathered at the project site by Hydraulics and the Final Design Unit.

DOC:az
cc: F. E. Terpin
L. K. Watson

1 Versteeg ✓
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Salem, Oregon
August 30, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

Dougherty Slough-Tillamook Sec.
Oregon Coast Highway

C. O. Fredrickson
Region 2 Engineer

Preliminary plans for the Dougherty Slough-Tillamook Section on the Oregon Coast Highway were completed based on your letter of instructions dated June 14, 1976.

Sketch maps and cross sections for the frontage on Files Nos. 49431, 49433, 49435, 49437, 49438, 49439, 49440, 49442, 49443, 49299 have been transmitted to Final Design for incorporation into the contract plans.

We would appreciate knowing if further plan revisions are anticipated. This project is currently on the contracting schedule for bid opening on November 18, 1976.

JHV:jh

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BY FINAL DESIGN ENGINEER

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE: 29-1305

June 14, 1976

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Hal Versteeg
DESIGN ENGINEER

SUBJECT: Side Slopes
Hoquarton Slough-Dougherty Slough
Section - Oregon Coast Highway
Tillamook County

There seems to be a difference of opinion in the side slopes required and the corresponding width of slope easement required on the subject project. In discussing this project at a public meeting in Tillamook with the people involved in the construction of the facility, it was their wish that the side slopes be blended in as conveniently and easily as possible with the surrounding terrain. Since the majority of this area is extremely flat, we agreed and indicated to them that we would provide for ten to one side slopes in order that the existing configuration be disturbed as little as possible.

In my conversation with Lyle Watson of your office, he has indicated that there is some desire to increase the steepness of these slopes in some cases to two to one. This would not fit particularly well with our feelings on what the people desired nor with our response to them which indicated that the flatter slopes would be placed in the areas affected. This is also the basis upon which our right-of-way contacts to date were made.

It is therefore our recommendation that the ten to one side slopes remain as the basis of this design and that we not alter any of the commitments which we have made to the people involved. Should there be some basis for making a change, we would appreciate a response from your office indicating that the Region recommendation is not being adopted so that we can approach the people involved in the right-of-way negotiation with this particular type of an approach. Please advise this office of your feelings in this matter.

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COF/elf

cc: Ken Wolfe
Chet Anderson
Rod Henry

8466

July 15, 1976

John R. Oakes
Asst. Right-of-Way Engineer

L. W. Rulien
Program Management Engineer

PROGRAMMING
Dougherty Slough-Tillamook Section
Oregon Coast Highway
Tillamook County

Bond funds in the amount of $5,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future federal aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-2-2.

This is a fiscal year 1977 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 29-2601 should be used for this expense.

CRW:ljt

cc: Benny Vaughn
C. P. Laux

8466

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Salem, Oregon
July 1, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Dougherty Slough - Tillamook Section
Oregon Coast Highway
Tillamook County

Attached are 8 Files (9 Parcels) and an authorization covering R/W and easements for the subject project, which is scheduled for August 26, 1976.

Please note that this is the project referred to in Mr. Chatwoods memo dated June 25, 1976, wherein he set forth the procedures to follow in regard to obtaining permits for the construction of flat slopes for the benefit of the owners.

The flat slope proposal only applies between Hoquarton Slough and Dougherty Slough (Station 5+00 to Station 27+00).

Prints of R/W Map 9B-14-8 will be delivered to your office.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8466

ROW 18-2 9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 15, 1976

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

PUC Map
Crossing No. FD-856.28-C
Dougherty Slough-Tillamook Sec.
Oregon Coast Highway
Tillamook County

Dear Sir:

Enclosed for your information and use are four copies of Oregon Highway Drawing No. 9B-14-3 which is the PUC Map and Profile for the proposed improvement of Oregon Coast Highway at the crossing of a spur of your Tillamook Branch on Front St. and Pacific Highway in the City of Tillamook. As a result of the widening of the highway, as indicated in the typical section, it will be necessary for Southern Pacific to widen the crossing surface at this location in order to allow for the proposed work. Since the Southern Pacific Trans. spur track crosses the highway on public right of way, it will be the responsibility of Southern Pacific Trans. Co. to bear the expense of this widening.

It is anticipated that bids for this project will be received by the Oregon Transportation Commission on August 26, 1976. As further developments occur on this project, I will keep you informed.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr
Enc.

cc: SPTC - San Francisco

bc: ~~J. H. Versteeg~~
J. L. Sollis
J. B. Boyd
C. O. Fredrickson

REFERRED TO

2 Beard ____ Reed UK
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BY FINAL DESIGN ENGINEER
Form 81-734-3123

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____ Scott ____
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____ Savage ____
____ Trout ____
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 25, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Dougherty Slough-Tillamook Section
Oregon Coast Highway
Tillamook County

TO: MEMO TO THE FILES

I have reviewed the use of 2:1 excavation and embankment slopes versus 6:1 to 10:1 slopes as proposed by the Region. Most easements required are at paved parking areas, requiring these slopes to be paved. The people have been informed that the slopes would be flat. Also, the 2:1 slopes would create additional drainage problems.

Frank Terpin is in agreement with using the flat slopes for the reasons as stated above.

LKW:az
cc: F. E. Terpin
C. O. Fredrickson
Ken Wolfe
F. O. Scott

1 Versteeg ✓
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 29, 1976

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Dougherty Slough-Tillamook Section
Oregon Coast Highway
Tillamook County

The subject bond project was submitted from the Region with the recommendation to construct a 14-foot median, 4 12-foot lanes, 3-foot shy distance to the curbs and 2 6-foot sidewalks. This section totally utilizes the existing 80-foot wide right of way, leaving no space for utilities. The estimate for this project, including PE and right of way, is $500,000. The bond status report lists $480,000 as the balance left in District One as of March 1, 1976.

By downscoping the typical section to a 14-foot median, 4 11-foot lanes, 2-foot shy to the curbs, 5-foot walks and 1-foot support berm, the project estimate will be within the funds remaining. This section will allow a 3-foot strip for utilities on each side.

An alternate was proposed lengthening the project to make the lane drop north of Dougherty Slough. This proposal required widening the Dougherty Slough Bridge to provide for two lanes northbound on the structure. The estimate for the alternate is $200,000. To construct the alternate with the project would, of course, exceed the available bond funds. However, it may be desirable to transfer funds from another district. It is undesirable, from a safety standpoint, to drop a lane immediately in advance of a narrow bridge.

I recommend that the project be prepared, using the downscoped section and adding the proposed alternate.

If this recommendation meets with your approval, I will notify Versteeg and Fredrickson of the revisions.

[illegible]
Will
By Location Engineer

FET:mc

cc J. H. Versteeg
C. O. Fredrickson

Terpin
Downscoped section OK
No money for bridge widening. Can you make the lane drop safely?
Ed

RECEIVED
MAY 4 1976
LOCATION SECTION

RECEIVED
STATE HWY ENGR
APR 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3468 S.E. Johnson Cr. Blvd. at 1977
S.E. Bell Ave E. of Milwaukie
(Grading, Paving & Signals)

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-4-81	CC 2085	

CREDIT DISTRIBUTION

303-1982-297	$ 933.42
503-2511-297	$ 10.53
303-1066-297	$2,736.41

BILL TO: Code:

Clackamas County
Public Works Department
902 Abernathy Road

Oregon City, Oregon 97045

Attn: Mr. Winston Kurth, Asst. Director Environmental Services

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project No. M-9704 (1) Johnson Cr. Blvd. at Bell Avenue Clackamas County Agreement dated 8-29-74 & 3-5-76 Contract No. 8468			
TOTAL COST			$159,449.60
Less Federal Funds			136,384.19
Less State Share			11,461.10
County Share			11,680.36
County Advance Deposit			12,850.00
REFUND DUE COUNTY			$ 1,169.64
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$12,850.00
Advance Deposit Previously Transferred to Highway Fund	$ 8,000.00
Balance	$ 4,850.00
Transfer to Highway Fund	$ 3,680.36
Refund Due	$ 1,169.64
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1686

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D E Swan
D. E. Swan

SP*35736-734

Form ^ 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-4-81	CC 2085	

CREDIT DISTRIBUTION

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Transfer to Highway Fund $ 3,680.36
Refund Due $ 1,169.64
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1686

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 4, 1981

COUNTY CLACKAMAS **Contract No.** 8468 **Date Completed** 11-9-77

PROJECT # M-9704(1) **Section** Johnson Cr. Blvd. at Bell Avenue

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 13,069.92
Right-of-Way		56.43
Payments to Contractor		106,287.98
SFO #1 Permanent Signing		4,534.10
SFO #3 Permanent Striping		1,129.66
SFO #4 Track & Signal Work		15,632.26
Construction Engineering		17,490.25
Audit Expense		742.88
Project Management		13.40
Specifications (Credit)		(105.00)
Training		310.24
E.E.O. Monitoring		363.53
TOTAL PROJECT COST		$159,525.65
Total Federal Funds		136,384.19
BALANCE		$ 23,141.46
Non-Participating Costs:		
Preliminary Engineering	$ 5.87	
Right-of-Way	7.03	
Payments to Contractor	206.36	
Construction Engineering	350.46	$ 569.72
AMOUNT TO BE SHARED BY STATE & COUNTY		$ 22,571.74

State Share:
50% of ($22,571.74 + $350.46) = $11,461.10

County Share:
50% of $22,571.74 + ($569.72 - $175.23) = $11,680.36

Reference: **Billing Form** CC 2085

FORM 734-1745

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(insert official or depositary named in project agreement)* Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER PERIOD FROM 10/21/74 TO 2/27/79

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

XX ☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-9704(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$189,449.80	$158,955.93	85.80%	$136,384.19	$136,384.19	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY 11/3/80

PASSED FOR PAYMENT W.E. Skoog, Controller

REMARKS

$ 0.00

12-3-80
TO TYPE
G

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Johnson Cr. Blvd. @ S.E. Bell Ave. Clackamas County					
303-1982	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 12,569.37	
	Portland Traction Co.	All Required			36.56	
	Total Participating Preliminary Engineering				$ 12,605.93	
	Type Code Y070 Archeological Salvage	All Required			410.76	
503-2511	Right of Way Type Code R/W Acquisition State	All Required			49.40	✓
303-1066	Construction Type Code 6203 Contract #8468 Roadway (Sta. 7+00 To Sta. 13+50)					
	Final Contract Payment Summary	Lump Sum			$106,081.62	
	SFO #1 Permanent Signing-State	All Required			4,534.10	
	SFO #3 Permanent Pavement Striping-Clackamas County	All Required			1,129.66	
	SFO #4 Track & Signal Work-Portland Traction	All Required			15,632.26	
	Total Participating Construction				$127,377.64	
	Construction Engineering State	All Required			16,610.11	
	SFO #2 Signal Controller Testing	All Required			748.32	
	Total Construction Engineering				$ 17,358.43	
	Misc. Project Costs Audit	All Required			$ 790.24	
	E.E.O. Monitoring	All Required			363.53	
					$ 1,153.77	
	Total Participating Costs				$158,955.93	
	Nonparticipating Items Preliminary Engineering-State	All Required			5.87	
	Final Contract Payment Summary	lump Sum			206.36	
	Construction Engineering-State	All Required			274.41	
	Right of Way-State Acquisition	All Required			7.03	✓
	Total Nonparticipating Costs				$ 493.67	
	Total Project Costs				$159,449.60	
	Prepared based on Participating Cost as shown on Federal Billing as of 10/30/80.					
	AMOUNT CARRIED FORWARD . . .					

```
                                  303   1979     296      00 N 9                                                  47.37CR
                                  303   1979     298      00 N 9                                                  47.37
                                  303   1979     905      00 P 1                                                  49.88
                                  303   1979     915      00 P 1                                                   2.75
                                                 TOT      P1                                                      52.63
                                           ** JOB TOTALS **                       **               **              52.63  **

                                                                                                                        STATE
JOHNSON CR BLVD @ BELL AVE   CONT NO      * FA PROJ NOS M   709001 100
                                  303   1982     296      00 N 9 Tr ST                        54.95CR      11.208.95CR
                                  303   1982     298      00 N 9 " Fed                        54.95        11.208.95
                                  303   1982     407      00 P 1 Appraisal                                     85.12
                                  303   1982     901      00 P 1 Res Engr                      4.34         1.308.25
                                  303   1982     904      00 P 1 Consultant                    4.34CR         410.76
                                  303   1982     905      00 P 1 Fin. Des                                   2.855.59
                                  303   1982     907      00 P 1 Pre. Des                     36.56            36.56
                                  303   1982     909      00 P 1 R/W Desc.                                    641.70
                                  303   1982     910      00 P 1 S&G                                          218.65
                                  303   1982     911      00 P 1 Sign                                       2.686.35
                                  303   1982     912      00 P 1 Lands                                         54.65
                                  303   1982     914      00 P 1 Ut. Lia.                                     416.32
                                  303   1982     915      00 P 1 Audit                                         47.36
                                  303   1982     920      00 P 1 P.m.                                          94.94
                                  303   1982     921      00 P 1 Specs.                                     1.487.14
                                  303   1982     923      00 P 1 Env.                                         720.66
                                  303   1982     923      00 N 1 "                                              5.87
                                                 TOT      P1                                  36.56        13.064.05
                                                 TOT      N1                                                    5.87
                                           ** JOB TOTALS **                       **          36.56  **    13.069.92  **

                                                                                                                        STATE
8TH ST-15TH ST (ASTORIA)     CONT NO      * FA PROJ NOS M   370001 100
                                  304   1921     296      00 N 9                                           22.010.17CR
                                  304   1921     298      00 N 9                                           22.010.17
                                  304   1921     901      00 P 1                               9.38CR      12.038.77
                                  304   1921     902      00 P 1                                                 .01
                                  304   1921     905      00 P 1                                            7.683.89
                                  304   1921     909      00 P 1                                              159.61
                                  304   1921     910      00 P 1                                            6.210.87


TOTAL TO DATE JOB COST SUMMARY                                                        APRIL 1981           PAGE 734

                                                                                        FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR   CURRENT MONTH       YEAR TO DATE          TO DATE
                                  304   1921     910      00 N 1                           [illegible]CR      [illegible]
                                  304   1921     914      00 P 1                                            [illegible]
                                  304   1921     916      00 P 1                                            [illegible]
                                  304   1921     920      00 P 1                                            [illegible]
                                  304   1921     921      00 P 1                                          1.3[illegible]
                                  304   1921     923      00 P 1                                            [illegible]
                                  304   1921     950      00 P 1                                            [illegible]
                                                 TOT      P1                                9.38CR     [illegible].149.60
                                                 TOT      N1
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                                                                                              2,[illegible]
   336   2513    413     00 P 1                                                           19.83
   336   2513    415     00 P 1                                     14.64                 28.71
   336   2513    920     00 P 1                                                          [illegible].82
   336   2513    930     00 P 1                                                        8,675.02
                 TOT        P1                                      14.64 **            8,675.02 **
              ** JOB TOTALS **                          **          14.64 **

                                                                                                   STATE
SPUR XKHG NEWBERG-DUNDEE RD   CONT NO      FA PROJ NOS ERO 005837 100          5.68
                  436   2514    407      00 P 1                                    10.19CR
                  436   2514    930      00 P 1                                     4.51CR
                                TOT         P1                                      4.51CR**              **
                             ** JOB TOTALS **                        **

                                                                                                   STATE
JOHNSON CR BLVD 28ELL AVE    CONT NO     X FA PROJ NOS M   70[illegible] 100           1.70CR            42.39CR
                 503   2511    296      00 M 9  Tr. St                             1.70              42.39
                 503   2511    298      00 M 9  " Fed                                                14.77
                 503   2511    407      00 P 1  Appraisal                                            11.27
                 503   2511    409      00 P 1  Misc.                                                16.25
                 503   2511    414      00 P 1  Neg.                                                  7.11
                 503   2511    930      00 P 1  engring                                               7.03
                 503   2511    930      00 M 1                                                       49.40
                               TOT         P1                                                         7.03
                               TOT         M1                                                        [illegible] **
                            ** JOB TOTALS **                       **              **

                                                                                                   STATE
S TIGARD INT-BOONE FERRY RD   CONT NO     X FA PROJ NOS S   [illegible] 100 TGS [illegible]   30,900.48CR    337,474.49CR
                 503   2520    296      00 M 9                                30,900.48       337,474.49
                 503   2520    298      00 M 9


                                                                       APRIL 1981         PAGE 1091
TOTAL TO DATE JOB COST SUMMARY
                                                                         FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                   503   2520    401     00 P 1            42,608.73         158,[illegible].00
                                   503   2520    401     00 P 2            42,608.73CR       17[illegible].91
                                   503   2520    401     00 M 1                                [illegible].00
                                   503   2520    405     00 P 1                               1[illegible].00
                                   503   2520    407     00 P 1                               11,[illegible]
                                   503   2520    409     00 P 1                                    5.40
                                   503   2520    412     00 P 1                                 [illegible]
                                   503   2520    413     00 P 1                                 [illegible].61
                                   503   2520    414     00 P 1                              [illegible].61
                                   503   2520    418     00 P 1                              [illegible]CR
                                   503   2520    418     00 P 2            6,321.96          [illegible]
                                   503   2520    426     00 P 1                              [illegible]
                                   503   2520    426     00 M 1                              [illegible]
                                   503   2520    915     00 P 1                                 149.[illegible]
                                   503   2520    920     00 P 1                                 149.81
                                   503   2520    920     00 M 1               11.48               11.48
                                   503   2520    930     00 P 1
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                                       ** JOB TOTALS **              **      11.94  **       294.16  **

                                                                                                  STATE
SE JOHNSON CR BLV @ SE BELL    CONT NO 8468 * FA PROJ NOS M   704001 100
                                     303    1066     201      00 P 1 Cont. Pay         1,500.00CR     106,081.62   77   80
                                     303    1066     201      00 N 1   "    "                            206.36   77   77
                                     303    1066     203      00 P 1 Cr. Liq. Dam      1,500.00                    77   80
                                     303    1066     205      04 N 1 Retain.           1,578.48                    79   80
                                     303    1066     270      03 P 1 SFO# 3               81.50CR       1,129.66   78   80
                                     303    1066     285      01 P 1  " #1                              4,534.10   78   78
                                     303    1066     285      04 P 1  " #4               152.56CR      15,632.26   79   80
                                     303    1066     296      00 N 9 Tr. St               76.92CR     133,132.85CR 77   80
                                     303    1066     297      00 N 9  " Co.                             8,000.00   77   77
                                     303    1066     298      00 N 9  " Fed               76.92       125,132.85   77   80
                                     303    1066     900      00 P 1 Const Engn                        16,391.47   77   79
                                     303    1066     900      00 N 1   "     "            76.05           350.46   77   81
                                     303    1066     900      02 P 1   "     "                            748.32   77   78
                                     303    1066     915      00 P 1 Audit               323.71           742.88   78   80
                                     303    1066     920      00 P 1 P.m.                                  13.40   79   79
                                     303    1066     921      00 P 1 Specs.                               105.00CR 77   77




                                                                         APRIL 1981       PAGE  178
TOTAL TO DATE JOB COST SUMMARY
                                                                           FISCAL        GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE     BEG  END
                                     303    1066     950      00 P 1 Training                             310.29   77   78
                                     303    1066     985      00 P 1 EEO                                  363.53   77   78
                                                     TOT      P1                      89.65       145,842.48
                                                     TOT      N1                   1,654.53           556.82
                                       ** JOB TOTALS **              **    1,744.18  **       146,399.30  **

                                                                                                  STATE
  SPRRXING @ 21ST, MILWAUKIE    CONT NO      * FA PROJ NOS RRP 395001 100
                                     303    1091     270      01 P 1                               67,563.52   78   80
                                     303    1091     296      00 N 9                  28.98CR      61,783.38CR 78   81
                                     303    1091     298      00 N 9                  28.98        61,783.38   78   81
                                     303    1091     900      00 P 1                                  199.57   78   80
                                     303    1091     900      03 P 1                                  175.38   78   79
                                     303    1091     915      00 P 1                                  677.53   78   80
                                     303    1091     948      00 P 1                  32.20            32.20   81   81
                                     303    1091     948      00 N 1                  11.94            11.94   81   81
                                                     TOT      P1                      32.20        68,648.20
                                                     TOT      N1                      11.94            11.94
                                       ** JOB TOTALS **              **       44.14  **        68,660.14  **

                                                                                                  STATE
  SPRRXING @ TOLIVER, MOLA      CONT NO      * FA PROJ NOS RR000CS035 100
                                     303    1092     270      01 P 1                               22,725.24   78   80
                                     303    1092     270      02 P 1                                1,292.62   79   79
                                     303    1092     296      00 N 9               3,284.89CR      31,492.86CR 78   80
                                     303    1092     298      00 N 9                               28,207.97   78   80
                                     303    1092     299      00 N 9               3,284.89         3,284.89   80   80
```

84168

STATE COPY

• TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-137		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER	8-21-79	Project Number M-9704(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 163,196.00	$ 174,650.00
Federal funds	$ 140,020.00	$ 149,845.00
Other revisions		

This modification is made for the following reasons:

To include additional approved items, and increase in Preliminary Engineering

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR July 26, 1979

Federal Aid Project
No. M-9704(1)

S.E. Johnson Cr. Blvd. @ S.E. Bell Ave.
FAU 9704 (S.E. Johnson Cr. Blvd.)

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required	$ 13,000.00
Type Code R/W Right-of-Way	All Required	$ 14,500.00
Type Code 6203 Roadway (Sta. 7+00 to Sta. 13+50) Subtotal of Previous Estimate of March 3, 1977		$123,360.10
Additional Approved Items		
Track Signal Work (S.F.O.#4)	All Required	$ 8,220.00
Permanent Signing (S.F.O.#3)	All Required	1,000.00
	Subtotal	$132,580.10
		14,569.90
	Total	$147,150.00

Length of Project. . . . . . . 0.123 mile

Cost of Roadway Per Mile. . . .$1,196,341.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engring.	$ 13,000.00	$ 11,154.00	$ 923.00	$ 923.00
Right-of-Way	14,500.00	12,441.00	1,029.50	1,029.50
Roadway	147,150.00	126,250.00	10,450.00	10,450.00
Total	$174,650.00	$149,845.00	$12,402.50	$12,402.50

Group 1 - 100%
Contract No. 8468
Prefix - 303-1066
Prefix - 303-1982
Prefix - 503-2511

8469

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-182		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	3-24-77	Project Number M-9704 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000	$ 163,196
Federal funds	$ 7,030	$ 140,020
Other revisions		

This modification is made for the following reasons:

Add the construction to the Project Cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Hwy. Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

G-file

Oregon State Highway Division
Salem, Oregon, March 3, 1977

Federal-aid Project
No. M-9704(1)

S.E. JOHNSON CR. BLVD. AT S.E. BELL AVE.
FAU 9704 (S.E. JOHNSON CR. BLVD.)
CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 12,500.00

Type Code R/W

Right-of-Way	All Required		$ 15,000.00

Type Code 6203
Roadway (Sta. 7+00 to Sta. 13+50)

Mobilization	All Required		$ 10,200.00
Temporary Protection and Direction of Traffic	All Required		700.00
Temporary Signs	220 sq.ft.	5.00	1,100.00
Flagmen	450 hour	17.00	7,650.00
Removal of Structures and Obstructions	All Required		800.00
General Excavation	720 cu.yd.	6.25	4,500.00
Trench Excavation	92 cu.yd.	21.00	1,932.00
Watering	20 M-gal.	5.00	100.00
Aggregate Base	710 ton	9.50	6,745.00
Class "B" or Class "C" Asphalt Concrete	1,820 ton	18.50	33,670.00
12-inch Sewer Pipe	230 lin.ft.	10.50	2,415.00
12-inch Welded Steel Pipe	34 lin.ft.	15.00	510.00
Installing Pipe Under Railroad	All Required		7,400.00
Concrete Inlets, Type CG-1	2 only	320.00	640.00
Concrete Inlets, Type G-2MA	2 only	425.00	850.00
Concrete Driveways	80 sq.yd.	16.50	1,320.00
Sidewalk Ramps	4 only	140.00	560.00
Concrete Curbs	30 cu.yd.	97.00	2,910.00
Extra for Asphalt Approaches	5 only	100.00	500.00
Extra for Railroad Grade Crossing	All Required		1,500.00
Traffic Signal Installation, Complete	All Required		28,995.00
			$114,997.00

Anticipated Items

Railroad Protective Cost	All Required	$ 1,500.00
Permanent Pavement Striping (S.F.)	All Required	600.00
Temporary Pavement Striping (S.F.)	All Required	600.00
Temporary Erosion Control (E.W.)	All Required	500.00
Work by Portland General Electric	All Required	4,534.10
Remove Pavement Striping (E.W.)	All Required	200.00
Work for Archeological Review	All Required	429.00
		$ 8,363.10
	Subtotal	$123,360.10
	Engineering	11,585.90
	Engineering (Signal Controller Testing)	750.00
	Total	$135,696.00

Length of Project - - - - - 0.123 Mile
Cost of Roadway Per Mile- - $1,103,219.51

Retained in Program Status
(Not included in totals below.)

Work by Portland Traction Co.	All Required	$ 8,220.00
Permanent Signing (S.F.)	All Required	1,000.00
Roadside Seeding and Mulching (S.F.)	All Required	1,000.00

SUMMARY OF FUNDS (85.80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 12,500	$ 10,724	$ 888	$ 888
Right-of-Way	15,000	12,870	1,065	1,065
Roadway	135,696	116,426	9,635	9,635
Totals	$163,196	$140,020	$11,588	$11,588

Group 1 - 100%
Contract No. 8468
Prefix: 303-1066
Prefix: 303-1982
Prefix: 503-2511

S.E. JOHNSON CR. BLVD. AT S.E. BELL AVE.
Nonparticipating - State Work

Adjust Mailboxes	All Required	$ 150.00

STATE COPY

MONTHLY TRANSACTION NUMBER 7-88 & 7-89

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-23-75

STATE Oregon

COUNTY Clackamas

PROJECT NUMBER M-0510(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000	$ 9,000
Federal Funds	$ 3,900	$ 7,030
Other revisions		

This modification is made for the following reasons:

Increase in cost of preliminary engineering

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of July, 1975.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for: G. L. Green

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

GPO 936-242

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

Federal-aid Project
No. M-0510(1)

Oregon State Highway Division
Salem, Oregon, July 15, 1975

JOHNSON CREEK BLVD. @ BELL AVENUE SECTION
FAUS 0510 IN CLACKAMAS COUNTY

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineer

Preliminary Engineering	All Required	$ 9,000,00
	Total	$ 9,000,00

Length of Project - - - - - - - - 0.00 Miles

Federal Funds -	$ 7,030.00
State Funds -	985.00
County Funds -	985.00
Total	$ 9,000.00

Group 1 - 100%

Prefix: 303-1982

8468

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project M-9704(1)
S.E. Johnson Cr. Blvd. at S.E. Bell Ave.
FAU-9704 (S.E. Johnson Cr. Blvd.)
Clackamas County

DATE: August 10, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The recently submitted modified project agreement for the subject project has been reviewed. We are unable to retroactively approve the additional preliminary engineering funds for this project. The original amount authorized on October 21, 1974 for preliminary engineering on this project was $5,000. This amount was subsequently increased to $9,000 on July 15, 1975; $10,500 on January 5, 1977, and $12,500 on March 3, 1977. The project was completed on November 9, 1977 and final acceptance given on February 27, 1979. For these reasons, your request must be denied.

G. K. Hosner
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

8-14
cys to
Mockring
Kiasaf

R

#8468

9

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

FILE: ~~ROW 18-2~~

INTER-OFFICE CORRESPONDENCE

October [illegible], 1978

Salem, [illegible] 97310

RAILROAD COMPANIES
FILE No. 862

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Three Party Agreement
S. E. Johnson Creek Boulevard
at UPR's Springwater Line,
M.P. 7.30, near Bell Station
Clackamas County
ODOT Agreement No. RR-862

Attached is the State's fully executed counterpart of a three party agreement among Portland Traction Company, the Oregon Highway Division and Clackamas County covering construction of the grade crossing of S. E. Johnson Creek Boulevard and the Railroad's Springwater Line at M.P. 7.30, near Bell Station in Clackamas County, Oregon.

The construction referred to in the agreement has already been completed thanks to Permit of Entry dated December 29, 1976.

Distribution of conformed copies has been made as indicated below.

RDT/seb
Attachment
cc: G. L. Green w/copy
C. T. Keasey w/copy
J. L. Sollis
V. E. Skoog w/copy
D. E. Swan w/2 copies
J. B. Boyd
E. L. Hardt
Jim McNamee

11-15-78
noted in
agree. file
fw

8468

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

July 5, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8468

This project has been finalled. The $1,000.00 deposited in lieu of retainage may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

8468

8

June 29, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8468 awarded to Cascade Construction Company, Inc., for work on S.E. Johnson Creek Boulevard at S.E. Bell Avenue in Clackamas County was completed on November 9, 1977, and accepted by the State Highway Engineer on June 27, 1978.

The total contract amount is $106,287.98 including $206.36 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8468

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-18-78

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. M-9704(1)
		STATE PROJECT NO. See below
	ITEM NO. M-17	COUNTY NAME Clackamas
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-5-77	1-21-77	FAU-9704
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:

S.E. Johnson Creek Blvd. at S.E. Bell Ave.
(EAST OF MILWAUKIE

GENERAL DESCRIPTION OF WORK:

Correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR 1240, dated 4-17-78, with an authorization date of 12-2-77 is amended to read effective 1-21-77 as agreement was approved by Highway Commission on 1-21-77.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-737

# 8468

4-17-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 9704(1)
STATE PROJECT NO. See Below
COUNTY NAME Clackamas
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. M-17

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-5-77	12-2-77	FAU 9704 City Street

GENERAL LOCATION:
"SE. Johnson Creek Blvd at SE. Bell Avenue"

GENERAL DESCRIPTION OF WORK:
Track and Signal Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON AXXXXXX XXXXXXR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-2-77 as requested in Mr. Keasey's letter of April 7, 1978 to reimburse Portland Traction Railroad Company for work performed under Agreement with Portland Traction Company, approved by the Highway Commission on 1-21-77 for TEC NTE $8,220 - Federal funds $7,053 (as represented by SFO #4.)

NOTED
F. B. KLABOE

Swan
4-25

DATE 4-17-78
SIGNATURE OF APPROVING OFFICIAL
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

9704

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name S.E. Johnson Cr. Blvd. @ S.E. Bell Ave
Contract No. 8468
Highway FAU 9704
County Clackamas
Prefix No. 303-1066
Contract Time Elapsed N/A %
Contract Work Completed 100 %
Contract Work Quality
Contract Work Progress
F.A. Project No.
Inspection date 3/13/78
By J. W. Mc Namee
In company with

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

S.F.O. #3 Permanent Pavement Striping, Marking & Signing

This is the Second & final Billing from Clackamas Co. for reimbursement for the above. SFO #3 was written for $1,000 the bills Total $1129.71 or 113% of the authorization.

JW McNamee

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 16 1978
File: PM LG FA OP

(USE ADDITIONAL SHEETS AS REQUIRED) TAA N

FINAL INSPECTION CHECKLIST

Received
Mar 14, 1978
Region 1

_______ Date opened to traffic or in operation
_______ Date of Second Notification
_______ Date Contractor's notice for semi-final inspection received
_______ Date Contractor removed equipment, plant, etc.
_______ Estimated submittal date of semi-final estimate
_______ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
~~District Engineer~~
~~Resident Engineer~~
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~

Signed _______
Title Res. Engr.

M

Form 81-734-1384 (9-77)

9704

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐

Final ☒

2-14-78

Project Name SE Johnson Cr. Blvd. @ Bell Ave.				Contract No. 8468
Highway SE Johnson CR. Blvd.			County Clackamas	Prefix No. 303-1066
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality Satisfactory	Contract Work Progress Satisfactory	F.A. Project No. M-9704(1)
Inspection date February 14, 1978		By Marion Craft		

In company with
Previously inspected by Jim McNamee, Ron Fallmezger and Clackamas Co. personnel.

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

The job has been finished and is functioning as planned. Clackamas County has accepted the project for maintenance. ✓

An extension of time was granted to the contractor due to the railroad work involved, and the inability of the railroad to obtain some of their track switching equipment.

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 16 1978
M
File: PM FA
TAA LG OP

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NA	Date opened to traffic or in operation
11-9-77	Date of Second Notification
12-28-77	Date Contractor's notice for semi-final inspection received
11-9-77	Date Contractor removed equipment, plant, etc.
2-2-78	Estimated submittal date of semi-final estimate
11-9-77	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer~~ (If Applicable)

Signed Marion Craft

Title Region Construction Engineer

8468

9

January 31, 1978

Cascade Construction Company, Inc.
Post Office Box 4267
Portland, OR 97208

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8468 for work on S.E. Johnson Creek Blvd. @ S.E. Bell Avenue in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 15 days is granted and will delete all liquidated damages. This is because of delay in delivery of signal components to your electrical subcontractor.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
James McNamee
Richard Hacek

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8468

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 30, 1978

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.E. Johnson Creek Blvd. @
S.E. Bell Avenue
Contract No. 8468
Request for Time Extension

Cascade Construction Company requests a complete extension of 15 days on this project because of delay on the part of the railroad (Portland Traction Company) and material delay encountered by their electrical subcontractor. This was a short project to rebuild with a full depth A.C. about two blocks on Johnson Creek Blvd. (one block each direction from Bell Avenue where railroad tracks cross). It included installation of traffic signals at the Bell Avenue intersection interconnected with the railroad. The contract amount was $114,997 and the signal item made up about 25 percent of this.

It is true that the contractor's work had to be coordinated with the railroad, but the reason for the late completion is the signal work. The street was all completed by the prime contractor by late August with only about three-fourths of the contract time gone.

The electrical sub has submitted the attached three pages of chronology which shows an early ordering of the electrical items and completion of the signal work except for installation of pedestrian heads by early October, some two weeks before the 240-day contract time expired October 25. Late delivery of the proper pedestrian head components caused the late completion. I believe we should recognize this as a bona fide reason for extension beyond the control of the contractor and concur with the Region recommendation to grant the requested 15-day extension and delete all liquidated damages.

This was a federal-aid Urban System project and the extension could be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 30, 1978

FILE: CON 5 #8468

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.E. Johnson Creek Blvd. @
S.E. Bell Avenue
Contract No. 8468
Request for Time Extension

Cascade Construction Company requests a complete extension of 15 days on this project because of delay on the part of the railroad (Portland Traction Company) and material delay encountered by their electrical subcontractor. This was a short project to rebuild with a full depth A.C. about two blocks on Johnson Creek Blvd. (one block each direction from Bell Avenue where railroad tracks cross). It included installation of traffic signals at the Bell Avenue intersection interconnected with the railroad. The contract amount was $114,997 and the signal item made up about 25 percent of this.

It is true that the contractor's work had to be coordinated with the railroad, but the reason for the late completion is the signal work. The street was all completed by the prime contractor by late August with only about three-fourths of the contract time gone.

The electrical sub has submitted the attached three pages of chronology which shows an early ordering of the electrical items and completion of the signal work except for installation of pedestrian heads by early October, some two weeks before the 240-day contract time expired October 25. Late delivery of the proper pedestrian head components caused the late completion. I believe we should recognize this as a bona fide reason for extension beyond the control of the contractor and concur with the Region recommendation to grant the requested 15-day extension and delete all liquidated damages.

This was a federal-aid Urban System project and the extension could be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TICE ELECTRIC CO.
2139 S. E. BELMONT
PORTLAND, OREGON 97214

October 10, 1977
Multisonics
ATTENTION: Mr. Jack G. Sikes
Reference: P.O. NO. 1591-8853
Page 2

10. 7-21- 77: called Tom Dragna of Automatic Signal at 6:40 a.m., requesting delivery schedule on balance of order.
11. 7-22-77: Dragna returned call at 9:00 a.m. I was advised that items were shipping "today" from Automatic in Massachusetts.
12. 8-9-77: Called Dragna twice (2:37 p.m. and 3:45 p.m.) and informed him that items still not received! I was informed that the east coast plant is "shut down" and he could not trace order today. I was asked to call him again on 8-12 if items not arrived yet.
13. 8-18-77: called Automatic Signal at 10:33 a.m. Dragna on vacation. Called Multisonics at 11:12 a.m. Requested operator to have someone get in touch. Agnes called and informed that items shipping 8-19-77 from Danvers, Mass.
14. 8-25-77: received call at 1:15 p.m. informing that balance of items were shipped 8-18 from Danvers.
15. Material arrived at Tice shop approximately 8-29. Copy of sales order showed 8-17 as date shipped!! "Quantity shipped" column for "polycarbonate Ped Sig" was marked as "8". It was not noticed at that time that none had actually been received.
16. 9-26-77: resumed field work at project and cartons were opened. Saw that no "ped heads" had been received. Called Mr. Dragna at 11:00 a.m. and asked him to find these items and arrange for immediate shipment. Also realized upon examining cartons that we had received only two (2) mast arm plumbizers, even though the count had supposedly been corrected to four (4) by Ms. Krick on 3-17.
17. 9-29-77: Miss Jordon of our firm received call from Howard Bonnell of Automatic Signal who stated that the eight (8) missing pedestrian signals would leave Danvers, Mass. by air on 10-5-77.
18. 10-10-77: called Dragna at 10:55 a.m. and informed him that the "ped heads" had still not arrived. I was told that the Connecticut plant (???) observed Columbus Day and was closed! He promised to get with Mr. Bonnell, learn of the elusive heads and return a call to me on October 11th.

So, as you can see, we have no pedestrian signal heads. The project is otherwise completed and ready for "turn-on". If this epistle can help this order or

TICE ELECTRIC CO.
2130 S. E. BELMONT
PORTLAND, OREGON 97214

October 10, 1977
Multisonics
ATTENTION: Mr. Jack Sikes
Reference: P.O. NO. 1591-8853
Page 3

future orders in anyway, then the writing was worthwhile!

Yours very truly,

TICE ELECTRIC COMPANY

G. S. Gregersen

Gordon S. Gregersen
Project Manager

GSG:kj
cc: James McNamee, Resident Engineer
C. G. Karlberg, Multisonics
1591 file

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8468 Contractor Cascade Construction Co., Inc.

Highway FAU 9704 (SE Johnson Cr. Blvd.)

Section SE Johnson Cr. Blvd. @ SE Bell Ave.

Kind of Work Grading, Paving, and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Granted - See attached letter

Construction Branch recommends 15-day extension of contract time deleting all liquidated damages. This is because of delay in delivery of signal components to electrical subcontractor.

Recommended for Approval:

Marion Croft for
Regional Engineer

John Boyd for
Construction Engineer or
~~Bridge Engineer~~

F B Coulter
State Highway Engineer

Contract No. 8468

Project designation M-9704(1)
State-Federal

Date awarded February 15, 1977

Work started May 2, 1977

Per cent completed 100 %
Date

No. of Workdays Allowed 240

No. of Workdays Used 255

No. of Added Workdays Requested 15

SP*87085-T34

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 28, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 255 days, within which to complete our Contract No. 8468, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. February 28, 1977 to May 10, 1977 - Delay caused by Railroads required work which had to be coordinated with ours. Letters attached, with supplementary information.
2. September 26, 1977 to October 28, 1977 - Delay caused by missing items in shipment from electrical supplier. Letters attached.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By George R. Morton V.P.

CONSENT OF SURETY

Date December 28, 1977

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Douglas C. Hunter
Attorney-in-fact

(SEAL)

Resident Agent

8468 9

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION S.E. Johnson Cr. Blvd at S.E. Bell Ave.	WEEK ENDING December 10, 1977
		SECTION PREFIX 303-1066
	HIGHWAY FAU 9704 (SE Johnson Cr.Blvd)	COUNTY Clackamas
NAME OF JOB S.E. Johnson Cr. Blvd at S.E. Bell Av.	KIND OF WORK Grading, Paving, and Signals	
CONTRACTOR Cascade Construction Co.,Inc.	CONTRACT NUMBER 8468	FEDERAL AID PROJECT NUMBER M9704(1)
DATE OF CONTRACT February 15, 1977	DATE WORK STARTED May 2, 1977	ESTIMATED COMPLETION DATE November 1, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 255
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106
PROJECT AUTHORIZATION: $ 152,148.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 140,083.40	ENGINEERING AUTHORIZATION $ 12,064.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 119,526.78 ~~140,083.40~~	ENGINEERING COST TO DATE $ 13,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 15 %	PERCENT OF AUTHORIZATION 115 %	DATE PROJECT WAS COMPLETED November 9, 1977

Semi-final submitted Dec. 9, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			0.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	600	700			1800
TOTAL QUANTITIES CORRECTED TO DATE	435 ~~600~~	650 ~~700~~			1683 ~~1800~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	435	650			1683
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Cloudy			
MONDAY	5	"			
TUESDAY	6	"			
WEDNESDAY	7	Showers			
THURSDAY	8	Cloudy			
FRIDAY	2	Rain			
SATURDAY	3	"			

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
DEC 12 1977
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity
MONDAY 5	" "
TUESDAY 6	" "
WEDNESDAY 7	" "
THURSDAY 8	" "
FRIDAY	Semi-final submitted to Region office on December 9, 1977 Final Report
SATURDAY	

REMARKS

Semi-final submitted to Region office Friday December 9, 1977

Final Report

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8468 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 23, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 211046 for $169,000 which matures 12-15-77. This replaces safekeeping receipt 211046 for $168,000.

The only change in allocation to the various projects an increase for contract 8468 to $6,000.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: Cascade Construction Co.,Inc.

NOTED
C. W. HEAD

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#3468 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-17-77

8

LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M 9704(1)

STA OJECT NO.
See Below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
M-17

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-5-77	7-28-77	FAU 9704 City Street

GENERAL LOCATION:
"SE Johnson Creek Blvd at SE Bell Avenue"

GENERAL DESCRIPTION OF WORK:
Permanent pavement striping, marking and signing by County Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXX XXXXXXXXOR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-29-77 and based on the data submitted, you are authorized to proceed with the use of County Forces as being in the public interest, as represented by State Force Order No. 3 at a total estimated cost not to exceed $1,000 Federal Funds $850.

(NOTE: Funds in the amount of $600 obligated at PS&E for above work)

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-19-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8468 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

#8468

8

ROBERT W. STRAUB
Governor

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

#8468

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[illegible]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

September 7, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

RE: PUX 1101 SXF 880

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-581 issued by the Public Utility Commissioner on August 24, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt(2)
L. E. George (2)
James E. Chidsey
H. E. Woodward
R.P. Hamilton
Jim Kinns

NOTED
H.S. COULTER

ORDER NO. 77-581
PUC Crossing No. 4A-007.30
DOT-AAR Crossing No. 863 232X

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 880

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. E. Johnson Creek Blvd. and S. E. Bell Avenue and Portland Traction Company, Springwater Branch, near Bell Station, Clackamas County, Oregon.	ORDER

On October 5, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner, pursuant to ORS 763.030, to alter and change protection at a grade crossing of S. E. Johnson Creek Blvd. and S. E. Bell Avenue, roads under the jurisdiction of Clackamas County, and the single track and right-of-way of Portland Traction Company, Springwater Branch, at Bell Station, Clackamas County, Oregon.

By letter dated June 29, 1977, applicant requested that the application be amended to provide for installation of island track circuits and railroad stop signs at appropriate locations on the railroad approaches to the crossing and removal of the existing spur switch in the northeast quadrant of the intersection plus removal of 95 feet of spur track from the intersection. The existing spur track will be served from its easterly end.

Applicant proposes to widen S. E. Johnson Creek Blvd. from 22 feet at the crossing to 48 feet, consisting of four twelve-foot travel lanes. Curbs will be installed. Traffic signals will be installed at the intersection of Johnson Creek Blvd. and Bell Avenue. These signals will be interconnected with the track circuitry and will be preempted by train movements through the crossing area. The railroad track passes through the intersection of the two roads. Upon preemption by a train movement, these traffic signals will cycle to show a red aspect in each direction to traffic on both roads.

Copies of the application, the amendment and responses thereto were duly served upon Portland Traction Company, Union Pacific Railroad Company, Clackamas County and applicant. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application, amendment and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

1. The authority to alter the crossing as requested herein is granted.

2. Applicant shall:

(a) Furnish and install one full set of traffic signals to be span wire mounted over S. E. Johnson Creek Blvd. and S. E. Bell Avenue and bear 89 percent of the cost thereof.

(b) Bear 89 percent of the cost of furnishing and installing the railroad island circuits ordered in paragraph 4(a) herein and the circuitry necessary to provide for preemption of the traffic signal operation by train movements on the railroad.

(c) Construct all of the crossing area including that part lying between lines drawn two feet outside each rail and bear 89 percent of the cost thereof; and

(d) Notify the Commissioner completion of its portion of the project.

3. Clackamas County Shall:

(a) Bear 11 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered in paragraphs 2(a) and 4(a) herein;

(b) Maintain the automatic signalization ordered in paragraph 2(a) above and bear all the cost thereof;

(c) Furnish, install and maintain standard advance warning signs and advance warning pavement markings at appropriate locations on all four roadway approaches to the crossing and bear all the cost thereof;

(d) Bear 11 percent of the cost of constructing said crossing including that part lying between lines drawn two feet outside each rail, and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof; and

(e) Notify the Commissioner upon completion of its portion of the project.

4. Portland Traction Company shall:

(a) Subject to reimbursement as provided herein, furnish, install and maintain island track circuits to permit preemption of traffic signal operation by movements on the railroad;

(b) Furnish, install and maintain one railroad stop sign at an appropriate location on each railroad approach to the crossing and bear all the cost thereof;

(c) Maintain the island track circuits ordered in paragraph 4(a) and maintain that part of the crossing lying between lines drawn two feet outside each rail and bear all the cost thereof; and

(d) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective August 24, 1977.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

kls/2824A

8468

8

1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7461 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

8468

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT

3

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67806-734

3

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Attention of Mr. John McIntyre, Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) cc-1686

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $10,650.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction on Johnson Cr. at Bell Ave., FAU 9704. Covered by agreement dated 3/5/76		8,000.00
		To be Retained		$ 2,650.00
		Acct. Ref. CLACKCY 001543-102		

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 303-1066-297
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $10,650.00	Submitted by: F. Hildebrandt F. F. Hildebrandt
Is this a partial or final request for billing? Partial	Approved: Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: G. N. Hopkins Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8468

1

1859

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
~~R. Church~~
C.W. Barrett(Att.)

2-17-77

AD-258

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: Local Government Programs Unit
203 DOT Building

Depositor Clackamas County

Remarks Construct Johnson Creek Boulevard at
Bell Avenue, Prefix 303-1066, 86% FHWA

ACCOUNTING ONLY

Reference CLACKCY
Invoice No. 1543
Date Recd. 2-17-77
Deposit Amt. 10,650.00

Received by CE- Ledgers + Revenue

Form 81-734-1382

RECEIVED
FEB 17 1977
COUNTY
CITY
UNIT

Harwell
[illegible]
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up
Other

846-8 p

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 10-2~~

February 1, 1977
Salem, OR. 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Permit of Entry
S.E. Johnson Creek Blvd.
at Bell Ave.
FAUS-9704
Clackamas County

RAILROAD COMPANIES
FILE No. 862

Attached is the State's fully executed counterpart of a Permit of Entry from the Portland Traction Company to the Oregon Department of Transportation, Highway Division, granting the State the permission to enter on that portion of Portland Traction Company right of way necessary to build the subject project. Distribution of conformed copies has been made as indicated below.

The Construction Department will be responsible for monitoring the work done by the Portland Traction Company forces and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section Heads should review the Agreement to fully understand their responsibility under this Agreement.

JEC:dmb
Attachment

cc:. G. L. Green-w/attc.
R. L. Schroeder
C. T. Keasey-w/attc.
V. E. Skoog-w/attc.
J. B. Boyd-w/attc.
J. L. Sollis
D. E. Swan-w/attc. (2)
W. J. Hart-w/attc.
James McNamee-w/attc.

2/2/77
noted in agree. book
Fw

NOTED
C. W. HEAD

fau
Clack. Co.

January 31, 1977

Mr. Winston Kurth
Clackamas County Engineer
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

On January 27, 1977 a satisfactory bid was received from Cascade Construction Company, Inc., P. O. Box 4267, Portland, Oregon 97208, for S. E. Johnson Creek Boulevard at S. E. Bell Avenue Section, FAU 9704.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$114,997.00
Anticipated Additional Items	
Railroad Protective Costs	1,500.00
Other Railroad Costs	8,220.00
Permanent Signing	1,000.00
Permanent Pavement Striping	600.00
Temporary Pavement Striping	600.00
Remove Pavement Striping (Exist. and Temp.)	200.00
Temporary Erosion Control	500.00
Signal Controller Testing	750.00
Adjust Utilities	
Portland General Electric	4,534.10
Adjust Mailboxes (E.W.)	150.00
Roadside Seeding and Mulching	1,000.00
Subtotal	$134,051.10
Contingencies (4-1/2%)	6,032.30
Engineering 9%)	12,064.60
Estimated Total Cost	$152,148.00
County's Estimated Share 7% of $152,148.00	$ 10,650.00

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Please make your check in the amount of $10,650 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N. E. Glisan Street, Portland, Oregon 97213.

Very truly yours,

RHP

Robert H. Prange
Local Projects Manager

RHP/FFH:sch

bc w/att: Jon Rose - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-258 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-734-1382

AD-258

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY	
Reference	
Invoice No.	
Date Recd.	

Depositor Clackamas County

Amount $10,650.00

Section Responsible for Monitoring Project Region 1

Estimated Completion Date 10/1/77

CARD 2

Purpose Construction for Johnson Creek Boulevard at Bell Avenue

Other Information (File #, FA Project, etc.) M-9407(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly *(2)* ☐ Upon Completion *(3)* ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 303-1066 PE Prefix

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks 86% FHWA - 7% State, 7% County - 100% County for all costs not participated in by FHWA.

Prepared by F. Hildebrandt Date 1/31/77
Fred Hildebrandt

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-258

To: Local Government Programs Unit
203 DOT Building

ACCOUNTING ONLY	
Reference	
Invoice No.	
Date Recd.	
Deposit Amt.	

Depositor Clackamas County

Remarks Construct Johnson Creek Boulevard at Bell Avenue, Prefix 303-1066, 86% FHWA

Received by

Form 81-734-1382

8468

1-20-77

1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9704(1)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-17

TO:
Mr. H. S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 12-29-76

FEDERAL ROUTE NUMBER: FAU 9704

STATE ROUTE NUMBER: City street

GENERAL LOCATION:
"Johnson Creek Blvd. at Bell Ave. Section"

GENERAL DESCRIPTION OF WORK:
Program change adding all phases of archeological work to the Character of Work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-3-77 letter, I approve the program change adding archeological work to the subject project and you are authorized to proceed with the work at a total estimated cost of $429.00 FF $368.00.

A copy of the approved archeology agreement is returned herewith.

DATE: 1-20-77

SIGNATURE OF APPROVING OFFICIAL: Malach

TITLE: Div. Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-[illegible]

8468

RR 862p

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 11, 1977
Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: Mr. J. E. Chidsey
Railroad & Utility Engineer

TO: Mr. J. B. Boyd
Right of Way Engineer

SUBJECT: Permit of Entry
Portland Traction Co.
Johnson Cr. at Bell Ave. Section
Johnson Cr. Blvd. (FAUS-9704)
Clackamas County

BUILDING

RAILROAD COMPANIES
FILE No. 862

Attached are the duplicate original counterparts of a Permit of Entry from the Portland Traction Company allowing the State to enter on that portion of their right of way necessary for the construction of the Johnson Creek at Bell Avenue Section of Johnson Creek Blvd., (FAUS-9704), Clackamas County. This Permit of Entry has been reviewed by the Highway Counsel and the appropriate section heads within the Highway Division. Bids for this project will be received by the Oregon Transportation Commission on January 27, 1977.

With this Permit of Entry in hand, the right of way involvement with the Portland Traction Co. is cleared and the contract may be awarded. Please review this Permit of Entry and if it is acceptable, sign it in the appropriate location and return it to me for transmission to Portland Traction Co.

JEC:dmb
Attach.

cc: J. L. Sollis

route thru
Adele Egan

APPROVED
Date 1-13-77
J B Boyd
Right of Way Engineer
Highway Division
Dept. of Transportation

84

1-5-77

15

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9704(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-17

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO
Rulien
FOR
D.R Sign Act File

DATE PS&E APPROVED 1-5-77	DATE AUTHORIZATION EFFECTIVE 1-5-77	FEDERAL ROUTE NUMBER FAU 9704	STATE ROUTE NUMBER City street

GENERAL LOCATION:

"S.E.Johnson Creek Blvd. at S.E. Bell Ave."

GENERAL DESCRIPTION OF WORK:

Grading, paving & signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

R.R. Protective services	$1,500
Perm. & Temp. pavement striping	1,200
Temp. erosion control	500
Remove pavement striping	200

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-3-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $131,276 - federal funds $112,634.

A signed copy of the Title sheet is returned herewith.

DATE 1-5-77	SIGNATURE OF APPROVING OFFICIAL G K Hossner for	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-655

9468

January 3, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. M-9704(1)
Johnson Creek Blvd. @ Bell Ave. Section
Clackamas County

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the subject project.

It is understood your approval of the preceding request will result in authorization to proceed with the additional preliminary engineering up through P.S.& E. preparation including archeological salvage at an estimated additional total cost of $429 with an obligation of $368 in federal funds. Reimbursement will be claimed on an actual cost basis.

Attached are two copies of form "Archeology Authorization" for the project for your approval. Upon approval please return one signed copy for our files.

We further request authorization to proceed with the work as of December 21, 1976 which is the date the University of Oregon started the archeology exploration.

JLG:ljt
Attachments

cc: Gary Potter

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

12-30-76

PWD copy

Attention: County-City Unit

Subject: Federal Aid Project No. M 9704(1)
Project Name Johnson Creek Boulevard and Bell Avenue Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 30th day of December, 1976

County of CLACKAMAS

Stan Skoko
County ~~Judge~~/Chairman

Commissioner

Thomas D Telford
Commissioner

Note:
Portland Traction Right-of-Way file is being handled by Jim Chidsey of the Oregon State Highway Department in Salem.

cc J.B. Boyd
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8468

Clack. Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/76

1-27-77 Bid Letting ____________ All Clear Deadline

SECTION Johnson Creek at Bell Ave.
Highway FAUS 9704
County Clackamas Region 1
Type of Work G. P. Signals Funds FAUS
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No conflicts
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	Cleared 12/30 - 2:45 pm Call from
Cultural Salvage	☒	☐	☐	☐	☐	Maxine Banks.
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

8468 12-15-76 1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-15-76

FEDERAL AID PROJECT NO. *M-9704(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. M-17

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-10-76

FEDERAL ROUTE NUMBER FAU 9704

STATE ROUTE NUMBER City street

GENERAL LOCATION:

"Johnson Creek Blvd. at Bell Ave. Section"

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-10-76 letter, I approve the change of project number to M-9704(1) *(Old M-0510(1) to conform with the approved system realignment.

DATE 12-15-76

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for

TITLE Division Administrator

2468 13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

NOTED
H. S. COULTER

October 4, 1976

Mr. Donald A. Still
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1101

Dear Mr. Still:

Enclosed is an original and eight copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Portland Traction Company, one copy for service upon Clackamas County, one copy for service upon Federal Highway Administration, and 4 copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: ✓H. S. Coulter
E. L. Hardt
C. T. Keasey
D. N. Harwell
James E. Chidsey

RECEIVED
STATE HWY ENGR
OCT 4 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

PUC Docket No. SXF

PUC Crossing No. 4A-007.30

DOT-AAR Crossing No. 863232X

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030, to
(020/030/040)

alter and change protection at a grade crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of S.E. Johnson Creek Blvd. @ S.E. Bell Avenue
(name of street or highway)

and Portland Traction Company,
(name of railroad company)

Springwater Branch,
(name of railroad main or branch line or other trackage)

near Bell Station, Clackamas County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected-

State Grade Crossing Protection fund.
Estimate of dollar cost to fund: $ 0

Federal-Aid Highway System funds.*

Federal Aid Urban Secondary

Other Federal Funds, such as "Safer Roads Demonstration Program" Funds.*

None of above.

*If Federal Fund assistance is expected, please give appropriate Federal statutory provision.

Form AX-1/75

Title Page

BEFORE T PUBLIC UTILITY COMMISSIONER OF REGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ___ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ___ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ___ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ___ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) X Alteration/relocation or an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ___ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ___ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ___ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ___ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ___ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) X Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ___ Addition or removal of stop sign protection at an existing crossing. (Simplified form AS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ___ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ___ Other (please specify)________________________________

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ TE AT BOTTOM OF PRECEDING PAGE FORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made: 763.030 (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 7.30

   City ---

   Nearest railroad station Bell

   County Clackamas

   The proposed project is to be in the SE 1/4 of the NW 1/4 of Section 29,

   Township 1S, Range 2E, W.M.

4. Name of public highway involved in this project:

   S.W. Johnson Creek Blvd. & S.E. Bell Avenue

   Name of public authority with jurisdiction over this highway:

   Clackamas County

5. Name of railroad involved in this project: Portland Traction Company

   Springwater Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Portland Traction Company

   b. Oregon Department of Transportation

   c. Clackamas County

   d. Federal Highway Administration

   e.

   f.

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project [illegible] detail (including its purpose

1. Install traffic signals interconnected to the tracks and pre-empted by train movements.
2. Widen S.E. Johnson Creek Blvd. to four 12' lanes through the crossing with curbs.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes If yes, why? To more adequately protect the motoring public by controlling their movements through the crossing immediately before and during a train movement at the crossing.

9. Is the crossing involved (to be) a separated crossing? No.

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

If no, why not? Lack of horizontal clearance.

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: Both S.E. Johnson Creek Blvd. and S.E. Bell Ave. are tangent each side of the crossing. No alignment change is anticipated.

SE Johnson Cr. Blvd.
(2) Width---The highway is 22 feet wide at the crossing at present; after completion of the project, it will be 48 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At Present--			After Completion--		
Shoulder* of	2	feet	Shoulder of	0	feet
2 lane(s) at	11	ft. each	4 lane(s) at	12	ft. each
Median of	--	feet	Median of	--	feet
lane(s) at	--	ft. each	lane(s) at	--	ft. each
Shoulder of	2	feet	Shoulder of	--	feet

Explanation, if necessary: S.E. Bell Ave. currently has two 12' lanes with 2' shoulders to be widened to two 12' lanes with 6' wide shoulders at the crossing.

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At Present: Both streets	After Completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Asphalt	Asphalt
Type of surface on shoulders:	Gravel	Asphalt
Condition of surface:		
on approaches	Fair	New
at crossing	Poor	New
Is the highway curbed on the approaches?	No	Yes

(4) Gradient, going toward crossing on---	At Present:	After Completion:
N* E approach (N or E)	-1.5 ± +4.00 %	-1.50 ± +3.80 %
S* W approach (S or W)	+1.00 ± +5.00 %	+1.00 ± +4.40 %

Form AX-1/75 * S.W. Bell Ave.

(5) Nearest publ roadway intersection on each a roach---

N
1140
500

(a) E* approach 525 ft; ADT 200
(N or E)

S
360
125

(b) W* approach 1620 ft.; ADT 5000
(S or W)

* To S.E. Bell Ave.

Name of road or highway:

N - S.E. Alberta Ave.

(a) E - S.E. 70th Ave.

S - S.E. Brehaut St.

(b) W - S.E. Flavel Drive

Public authority with jurisdiction over road or highway:

(a) Clackamas County - Both

(b) Clackamas County - Both

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see Item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the State Grade Crossing Protection Account, they should also be listed under Item 14 herein.)

b. The Railroad

	At Present:	After Completion:
(1) Number of tracks--	1	1

Name of each track from NW (N or E) to SE (S or W): Main Line

(2) Angle of intersection--- 23° with S.E. Joh[illegible]n Cr. Blvd.

If more than one track-highway angle exists, please give details track by track:

(3) Alignment---Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

On a long curve to the left when proceeding east. No change in railroad alignment proposed.

(4) Nearest switch---

	At Present:	After Completion:
E (N or E) of crossing:	15 ft	850 ft
W (S or W) of crossing:	1000+ ft	1000+ ft

(5) Rail through crossing---

	At Present:	After Completion:
Weight of rail (lbs/yard):	unknown	unknown

Year installed: ---- Year manufactured: ----

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume:

At Present: 1200 - Bell
8900 - JC ; After Completion: 1200
8900 ;

Expected 5 years after completion: 1400 - Bell
10,300 - JC .

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N&E (N or E) approach:	25 mph	30 mph
on S&W (S or W) approach:	25 mph	30 mph
At crossing:	25 mph	30 mph
Posted speed limit on approaches:	Not Posted mph	Not Posted mph

(3) Direction of traffic flow: Johnson Cr. Blv[illegible]E&W Bell Ave. N&S (N & S, etc.) Same

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	1	1
Switching movements:	1	1
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	10 mph	10 mph
Typical:	5 mph	5 mph
Slowest normal:	5 mph	5 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

N E approach: (N or E)	200 1500 ft to right;	1000 600 ft to left
S W approach: (S or W)	1500 150 ft to right;	600 1000 ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

N E approach: (N or E)	60 80 ft to right;	250 100 ft to left
S W approach: (S or W)	50 300 ft to right;	120 150 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTAN[illegible]S ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? NO (yes/no)

If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? N/A (yes/no)

If yes, explain how you proposed to overcome this problem:

If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, Flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #5 Traffic Signals

Number of such devices: 1 set; To be located as follows: span wire mounted over SE Johnson Cr. Blvd. & S.E. Bell Avenue

(1) Who will perform the installation? Oregon D.O.T., Highway Division

(2) Estimated cost of installation: $ 50,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon D.O.T., Highway Division	89
Clackamas County	11

(4) Who will maintain these devices? Clackamas County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Clackamas County	100

*** Include cost of furnishing the protective device(s)

b. Protection type: Railroad preempt interconnection to traffic signals

Number of such devices: 1 ; To be located as follows: on tracks of Portland Traction Company

(1) Who will perform the installation? Portland Traction Company

(2) Estimated cost of installation: $6,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon D.O.T., Highway Division	89
Clackamas County	11

(4) Who will maintain these devices? Portland Traction Company

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Portland Traction Company	100

c. Protection type: Advance warning signs & pavement markings

Number of such devices: 4 sets; To be located as follows: one each on each of four approaches

(1) Who will perform the installation? Clackamas County

(2) Estimated cost of installation: $600 ***

***Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Clackamas County	100

(4) Who will maintain these devices? Clackamas County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Clackamas County	100

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Oregon D.O.T., Highway Division

Estimated cost of this portion: $2,000.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon D.O.T., Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon D.O.T., Highway Div. - 89%; Clackamas County - 11%

b. Remainder of crossing area: ODOT, Highway Div. - 89% & Clackamas Co. - 11%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

b. Remainder of crossing area: Clackamas County

18. Who will pay for sa maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

b. Remainder of crossing area: Clackamas County

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Track Circuits

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? N/A

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings - N/A

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ____________________

b. ____________________

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

  a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

  b. All highway appurtenances: ______

  c. Above the bottom of the beams plus the beam-bearing assemblies: ______

  d. Railroad tracks, railroad drainage and all railroad facilities: ______

24. Who will pay for said maintenance?

  a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

  b. All highway appurtenances: ______

  c. Above the bottom of the beams plus the beam-bearing assemblies: ______

  d. Railroad tracks, railroad drainage and all railroad facilities: ______

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? ______

If so, describe (and attach complete drawing):

27. Is a temporary crossing at grade necessary during the construction period?

____
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

SECTION IV. PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

30. How much circuitry is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A---1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B: –

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ____________________

36. Who will bear the expense of closing the crossing? ____________________

37. Who will maintain the barricades, if any. at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: 4A-006.89, 1 X-buck; 4A-006.95, 1 X-buck; 4A-007.05, 1 X-buck

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings necessary for access by motoring public.

41. Other items of construction and cost distribution: None

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - 12V-325, sheets 2, 3 & 4 (yes/no) TED Dwgs 2973 & 2974

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 20 day of September, 1976.

(Applicant)

(Attorney)

I, H. S. Coulter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 21st day of September, 1976.

(Notary Public for Oregon)

My Commission Expires: 12-18-76

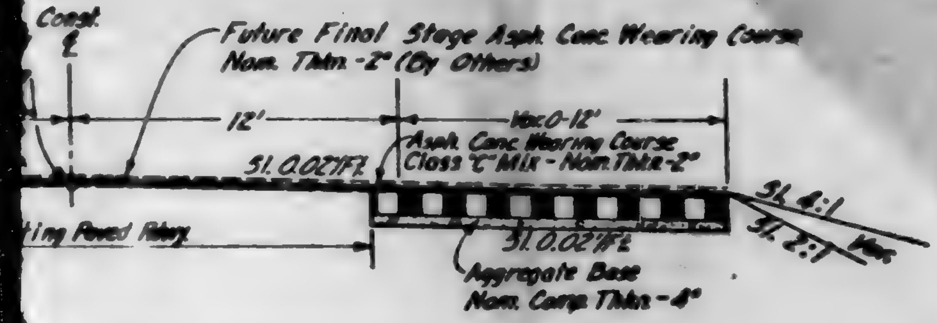
Form AX-1/75
Signature Page

12V-325

S.E. JOHNSON CR. BLVD. AT S.E. BELL AVE. SEC. FAU 9704 (S.E. JOHNSON CR. BLVD.) CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-9704 (1)		See Index

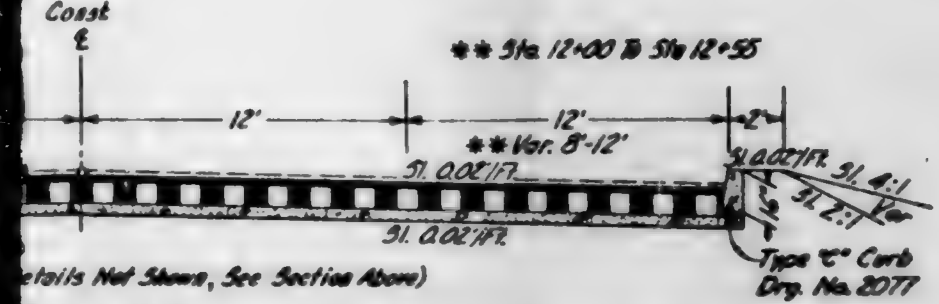
R/W 96 13-24

TYPICAL SECTION



Const. ℄
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
12'
Var. 0-12'
Sl. 0.02'/Ft.
Asph. Conc. Wearing Course
Class "C" Mix - Nom. Thkn. - 2"
ting Paved Rdwy.
Sl. 0.02'/Ft.
Aggregate Base
Nom. Comp. Thkn. - 4"
Sl. 4:1
Sl. 2:1
Var.

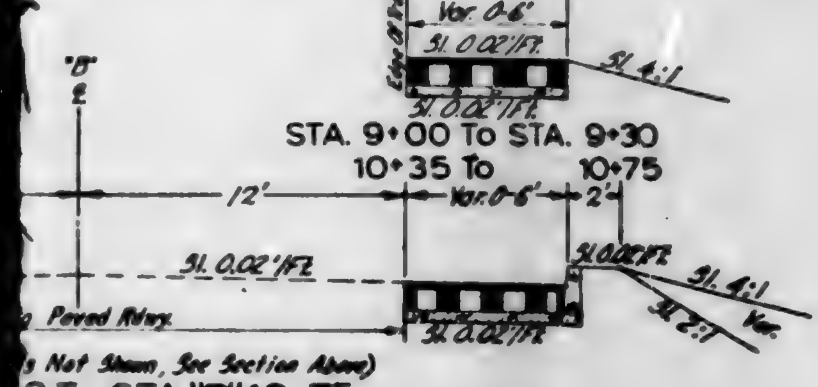
0 To STA 8+00 (Taper Section)
0 To 13+50 (Taper Section)



Const. ℄
** Sta. 12+00 To Sta. 12+55
12'
12'
** Var. 8'-12'
2'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Var.
Type "C" Curb
Drg. No. 2077

etails Not Shown, See Section Above)

0 To STA. 12+60

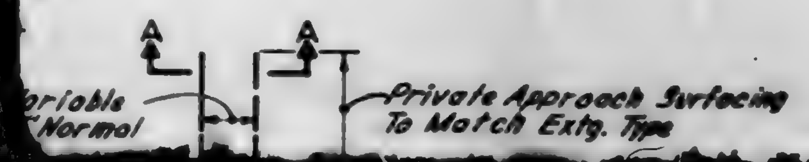


"B" ℄
Edge Of Travel Lane
Var. 0-6'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
12'
Var. 0-6'
2'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Var.
Paved Rdwy.

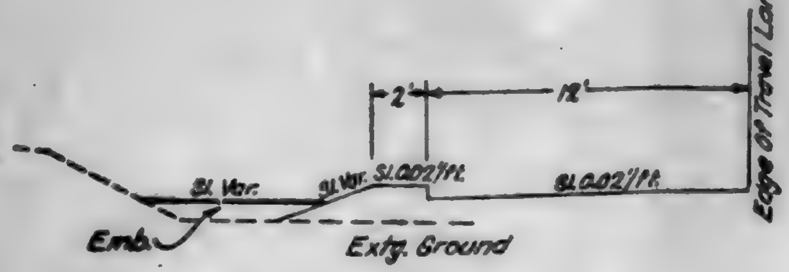
STA. 9+00 To STA. 9+30
10+35 To 10+75

s Not Shown, See Section Above)

0 To STA. "B" 10+75

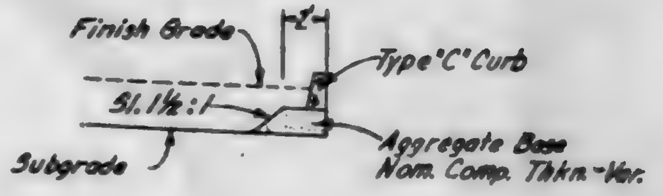


A
A
riable
Normal
Private Approach Surfacing
To Match Extg. Type



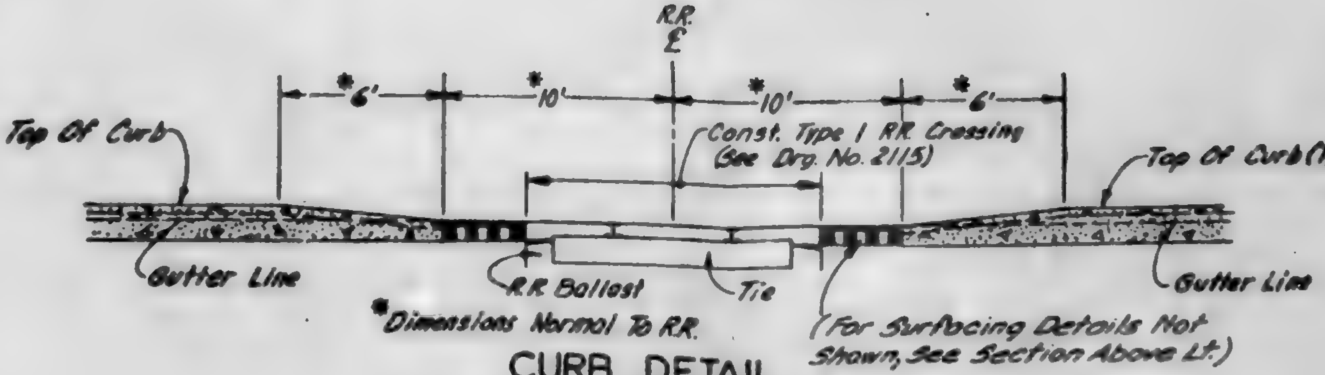
2'
12'
Edge Of Travel Lane
Sl. Var.
Sl. Var.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Emb.
Extg. Ground

RANDOM FILL
STA. 10+90 To STA. 11+75



Finish Grade
2'
Type "C" Curb
Sl. 1½:1
Subgrade
Aggregate Base
Nom. Comp. Thkn. - Var.

ALTERNATE CURB CONSTRUCTION DETAIL

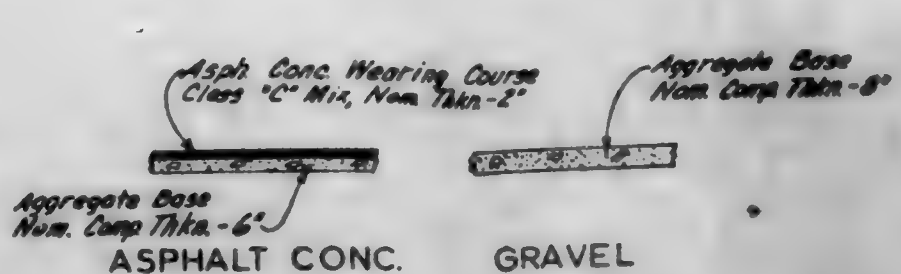


R.R. ℄
*6'
*10'
*10'
*6'
Top Of Curb
Const. Type 1 R.R. Crossing
(See Drg. No. 2115)
Top Of Curb (Type "C")
Gutter Line
R.R. Ballast
Tie
Gutter Line

*Dimensions Normal To R.R.

(For Surfacing Details Not Shown, See Section Above Lt.)

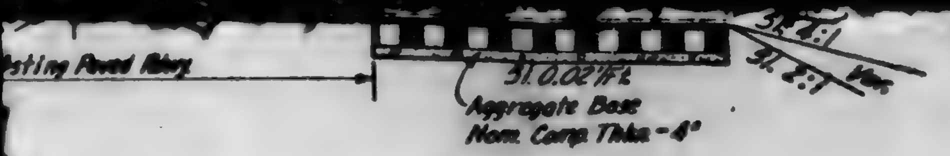
CURB DETAIL
AT RAILROAD CROSSING



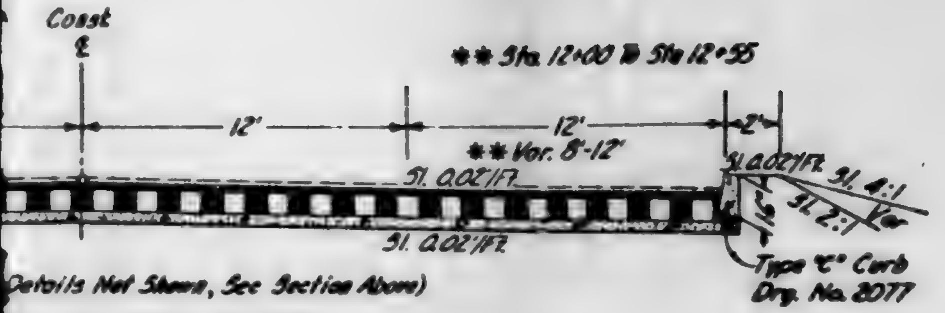
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. - 2"
Aggregate Base
Nom. Comp. Thkn. - 6"
Aggregate Base
Nom. Comp. Thkn. - 8"

ASPHALT CONC.
GRAVEL

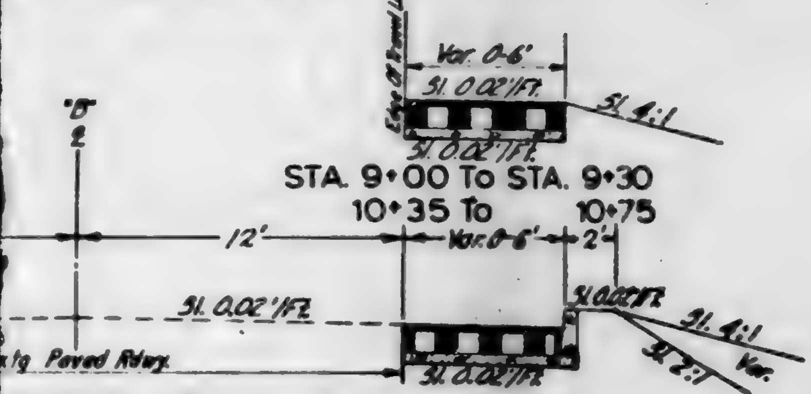
PRIVATE APPROACH SURFACING


stIng Paved Rdwy
31. 0.02'/Ft.
Aggregate Base
Nom. Comp. Thkn.-4"
Sl. 4:1
Sl. 2:1
Var.

0 To STA 8+00(Taper Section)
0 To 13+50(Taper Section)

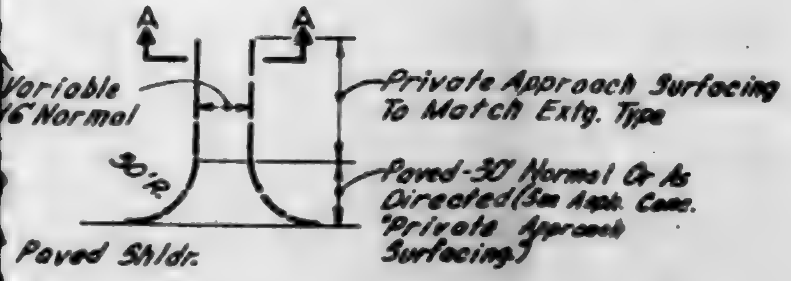

Const.
℄
** Sta. 12+00 To Sta. 12+55
12'
12'
** Var. 8'-12'
2'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Var.
Type "C" Curb
Drg. No. 2077
Details Not Shown, See Section Above)

0 To STA.12+60


"B"
℄
Edge Of Paved Lane
Var. 0-6'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
12'
Var. 0-6'
2'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Var.
tg. Paved Rdwy
ils Not Shown, See Section Above)

STA. 9+00 To STA. 9+30
10+35 To 10+75

00 To STA."B"10+75

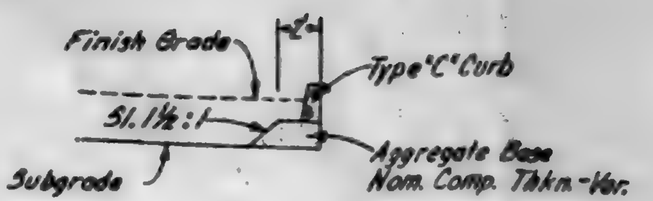

A
A
Variable
16' Normal
30' R
Private Approach Surfacing
To Match Extg. Type
Paved-30' Normal Or As
Directed (See Asph. Conc.
"Private Approach
Surfacing")
Paved Shldr.

PLAN

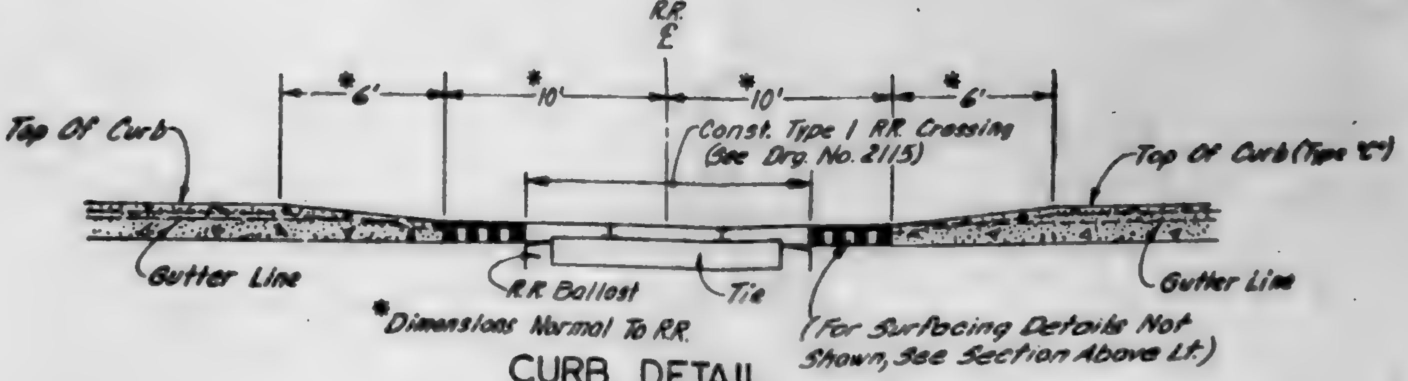
APPROACH

Emb.
Extg. Ground

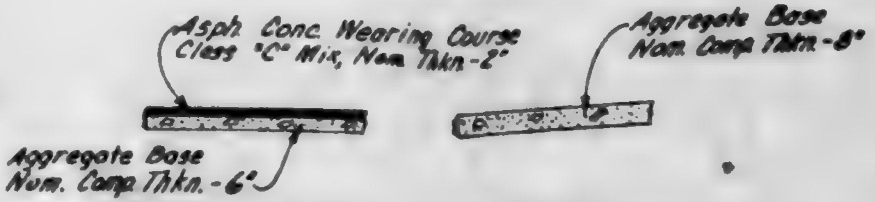
RANDOM FILL
STA. 10+90 To STA. 11+75


Finish Grade
2'
Type "C" Curb
Sl. 1½:1
Subgrade
Aggregate Base
Nom. Comp. Thkn.-Var.

ALTERNATE CURB CONSTRUCTION DETAIL

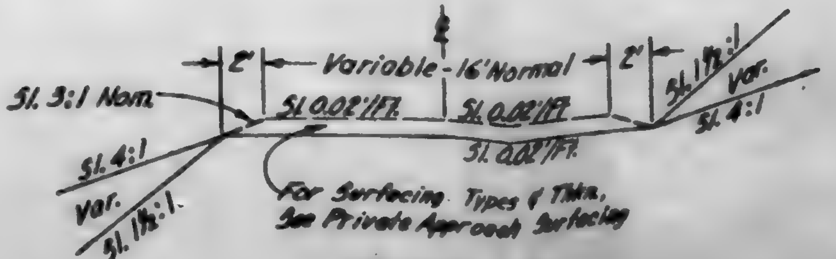

R.R.
℄
*6'
*10'
*10'
*6'
Top Of Curb
Const. Type 1 R.R. Crossing
(See Drg. No. 2115)
Top Of Curb (Type "C")
Gutter Line
R.R. Ballast
Tie
Gutter Line
*Dimensions Normal To R.R.
(For Surfacing Details Not
Shown, See Section Above Lt.)

CURB DETAIL
AT RAILROAD CROSSING


Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Aggregate Base
Nom. Comp. Thkn.-8"
Aggregate Base
Nom. Comp. Thkn.-6"

ASPHALT CONC. GRAVEL

PRIVATE APPROACH SURFACING

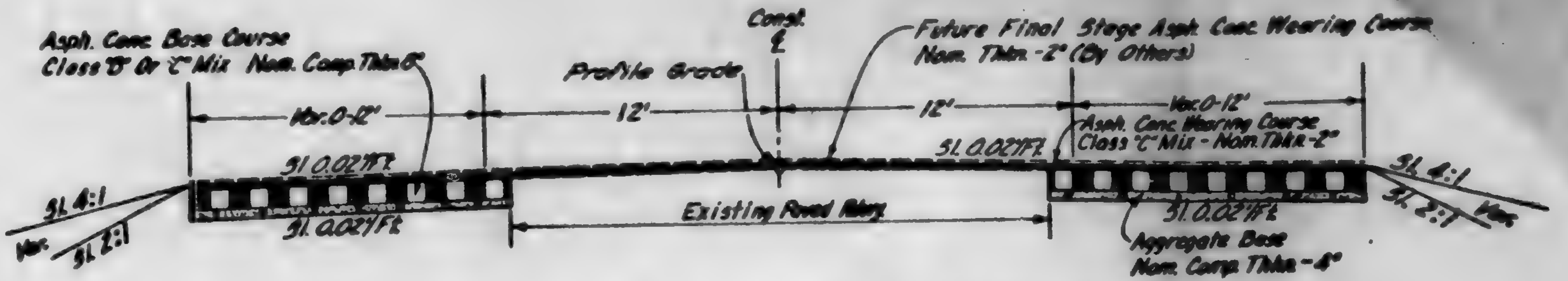

℄
2'
Variable-16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn.,
See Private Approach Surfacing

SECTION A-A

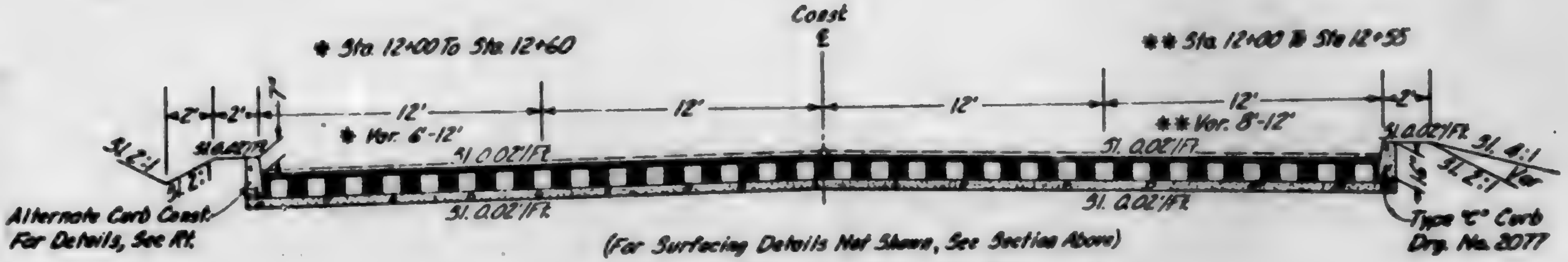
AH 90 1

Watson-Lau-Hager

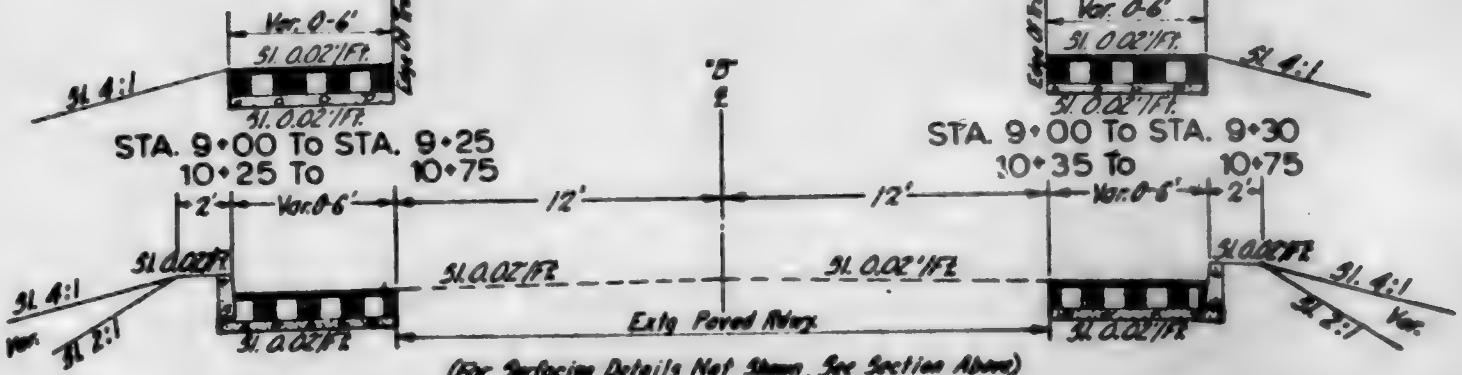
TYPICAL SECTION


Asph. Conc. Base Course
Class "B" Or "C" Mix Nom. Comp. Thkn. 6"
Const.
℄
Profile Grade
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
Var. 0-12'
12'
12'
Var. 0-12'
Asph. Conc. Wearing Course
Class "C" Mix - Nom. Thkn. - 2"
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Existing Paved Rdwy.
Aggregate Base
Nom. Comp. Thkn. - 4"
Sl. 4:1
Sl. 2:1
Var.
Sl. 4:1
Sl. 2:1
Var.

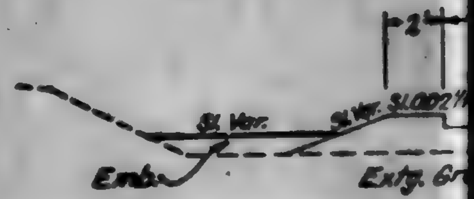
STA 7+00 To STA 8+00(Taper Section)
12+60 To 13+50(Taper Section)


Const.
℄
* Sta. 12+00 To Sta. 12+60
** Sta. 12+00 To Sta. 12+55
2'
2'
12'
12'
12'
12'
2'
* Var. 6'-12'
** Var. 8'-12'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 2:1
Sl. 2:1
Sl. 4:1
Sl. 2:1
Var.
Alternate Curb Const.
For Details, See Rt.
Type "C" Curb
Drg. No. 2077

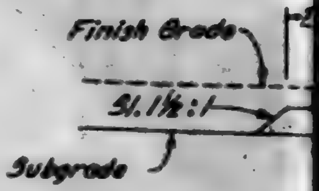
(For Surfacing Details Not Shown, See Section Above)
STA. 8+00 To STA.12+60


Var. 0-6'
Sl. 0.02'/Ft.
Edge Of Travel Lane
Sl. 4:1
Sl. 0.02'/Ft.
STA. 9+00 To STA. 9+25
10+25 To 10+75
"B"
℄
Var. 0-6'
Sl. 0.02'/Ft.
Edge Of Travel Lane
Sl. 4:1
Sl. 0.02'/Ft.
STA. 9+00 To STA. 9+30
10+35 To 10+75
2'
Var. 0-6'
12'
12'
Var. 0-6'
2'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Exty. Paved Rdwy.
Sl. 4:1
Sl. 2:1
Var.
Sl. 4:1
Sl. 2:1
Var.

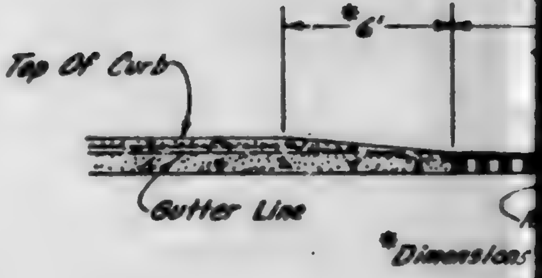
(For Surfacing Details Not Shown, See Section Above)
STA."B"9+00 To STA."B"10+75


2'
Sl. Var.
Sl. Var.
Sl. 0.02'/
Emb.
Exty. Gr

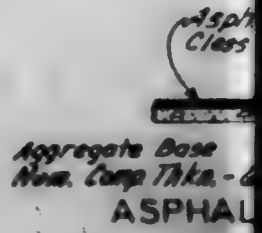
RANDOM F
STA. 10+90 To ST


Finish Grade
2
Sl. 1½:1
Subgrade

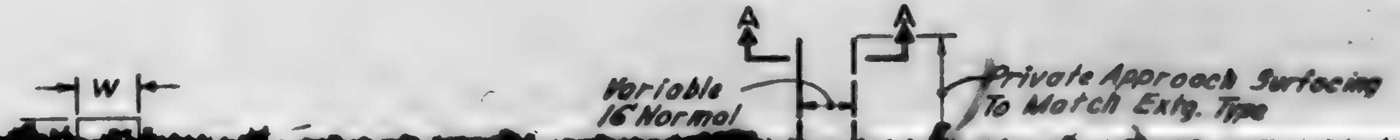
ALTERNATE CURB CO


*6'
Top Of Curb
Gutter Line
*Dimensions

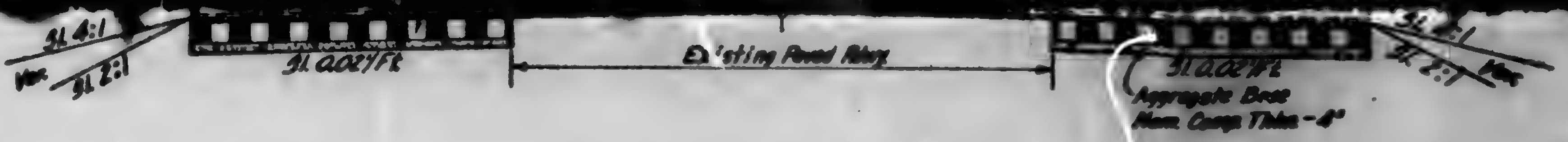
AT RA


Asph
Class
Aggregate Base
Nom. Comp. Thkn. -

ASPHAL


W
A
A
Variable
16' Normal
Private Approach Surfacing
To Match Exty. Type

PRIVATE A

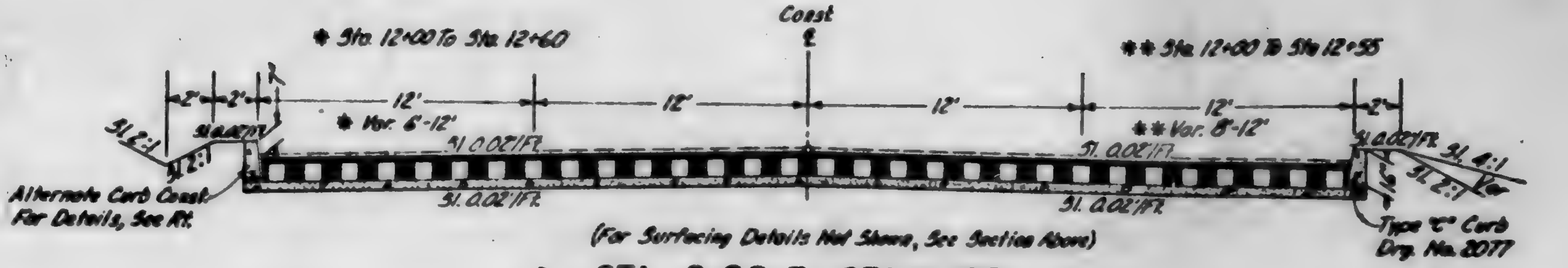

Sl. 4:1
Var.
Sl. 2:1
Sl. 0.02'/Ft.
Existing Paved Rdwy.
Sl. 0.02'/Ft.
Aggregate Base
Nom. Comp. Thkn. - 4"
Sl. 2:1
Var.

STA 7+00 To STA 8+00(Taper Section)
12+60 To 13+50(Taper Section)

Emb.
Extg.
Finish Grade
Sl. 1½:1
Subgrade

RANDOM

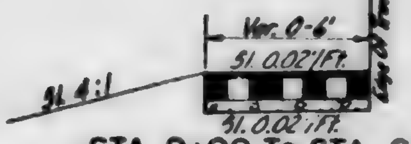
STA. 10+90 To S


Const. ℄
* Sta. 12+00 To Sta. 12+60
** Sta. 12+00 To Sta. 12+55
2'
2'
12'
12'
12'
12'
2'
* Var. 6'-12'
** Var. 8'-12'
Sl. 2:1
Sl. 0.02'/Ft.
Sl. 2:1
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Var.
Alternate Curb Const.
For Details, See Rt.
Type "C" Curb
Drg. No. 2077

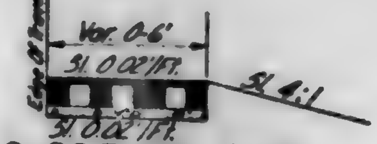
(For Surfacing Details Not Shown, See Section Above)

STA. 8+00 To STA.12+60

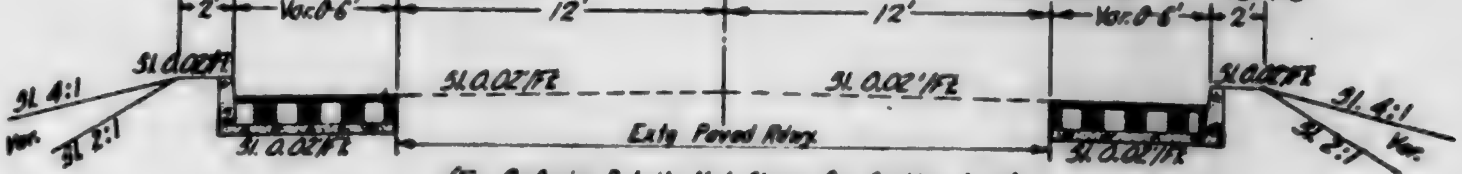
ALTERNATE CURB CO


Var. 0-6'
Sl. 0.02'/Ft.
Edge Of Travel Lane
Sl. 4:1
Sl. 0.02'/Ft.

STA. 9+00 To STA. 9+25
10+25 To 10+75

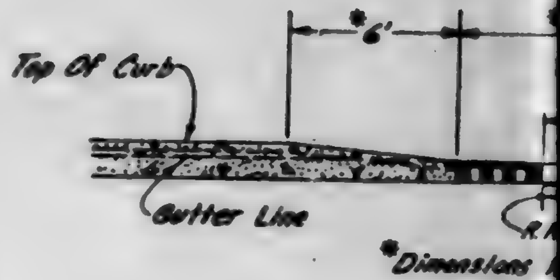

Var. 0-6'
Sl. 0.02'/Ft.
Edge Of Travel Lane
Sl. 4:1
Sl. 0.02'/Ft.

STA. 9+00 To STA. 9+30
10+35 To 10+75


"B" ℄
2'
Var. 0-6'
12'
12'
Var. 0-6'
2'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Var.
Sl. 2:1
Sl. 0.02'/Ft.
Extg. Paved Rdwy.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Var.

(For Surfacing Details Not Shown, See Section Above)

STA."B" 9+00 To STA."B" 10+75


Top Of Curb
*6'
Gutter Line
*Dimensions

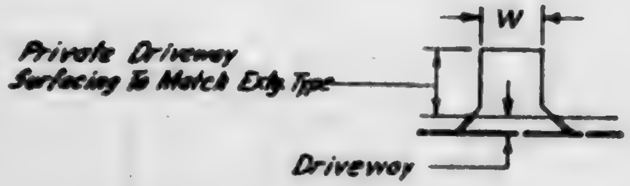
C

AT RA

Asph.
Class
Aggregate Base
Nom. Comp. Thkn. - 6"

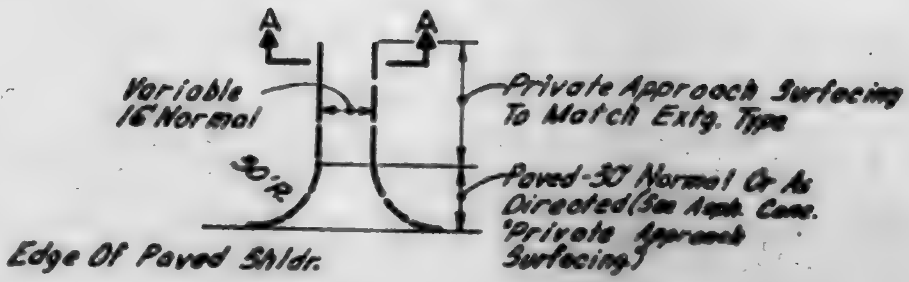
ASPHALT

PRIVATE A


W
Private Driveway
Surfacing To Match Extg. Type
Driveway

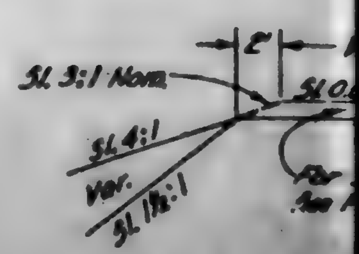
TYPE "A" DRIVEWAY

(For Details Not Shown, See Drg. 2077)

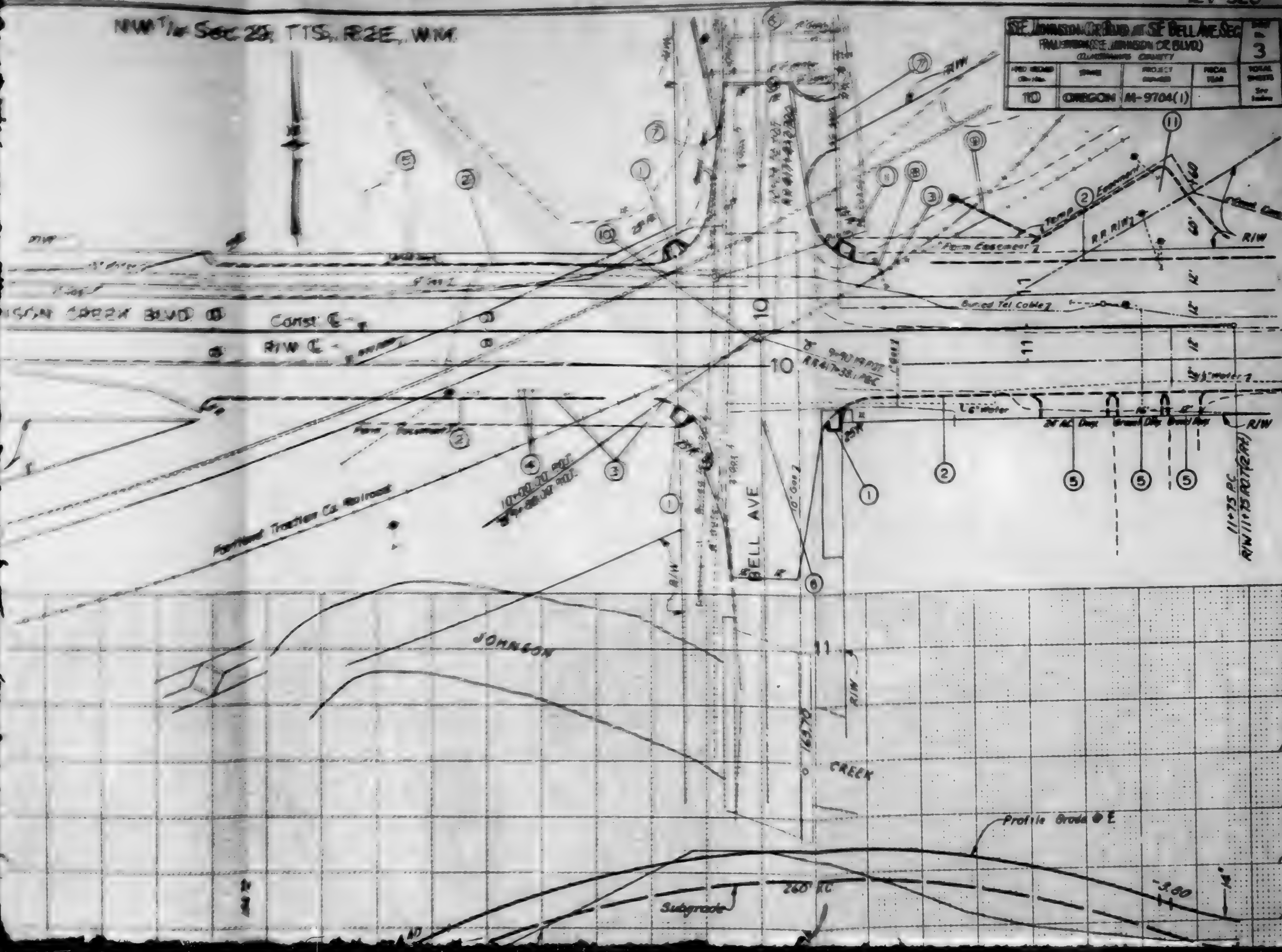

A
A
Variable
16' Normal
30' R.
Private Approach Surfacing
To Match Extg. Type
Paved-30' Normal Or As
Directed (See Asph. Conc.
"Private Approach
Surfacing")
Edge Of Paved Shldr.

PLAN

APPROACH

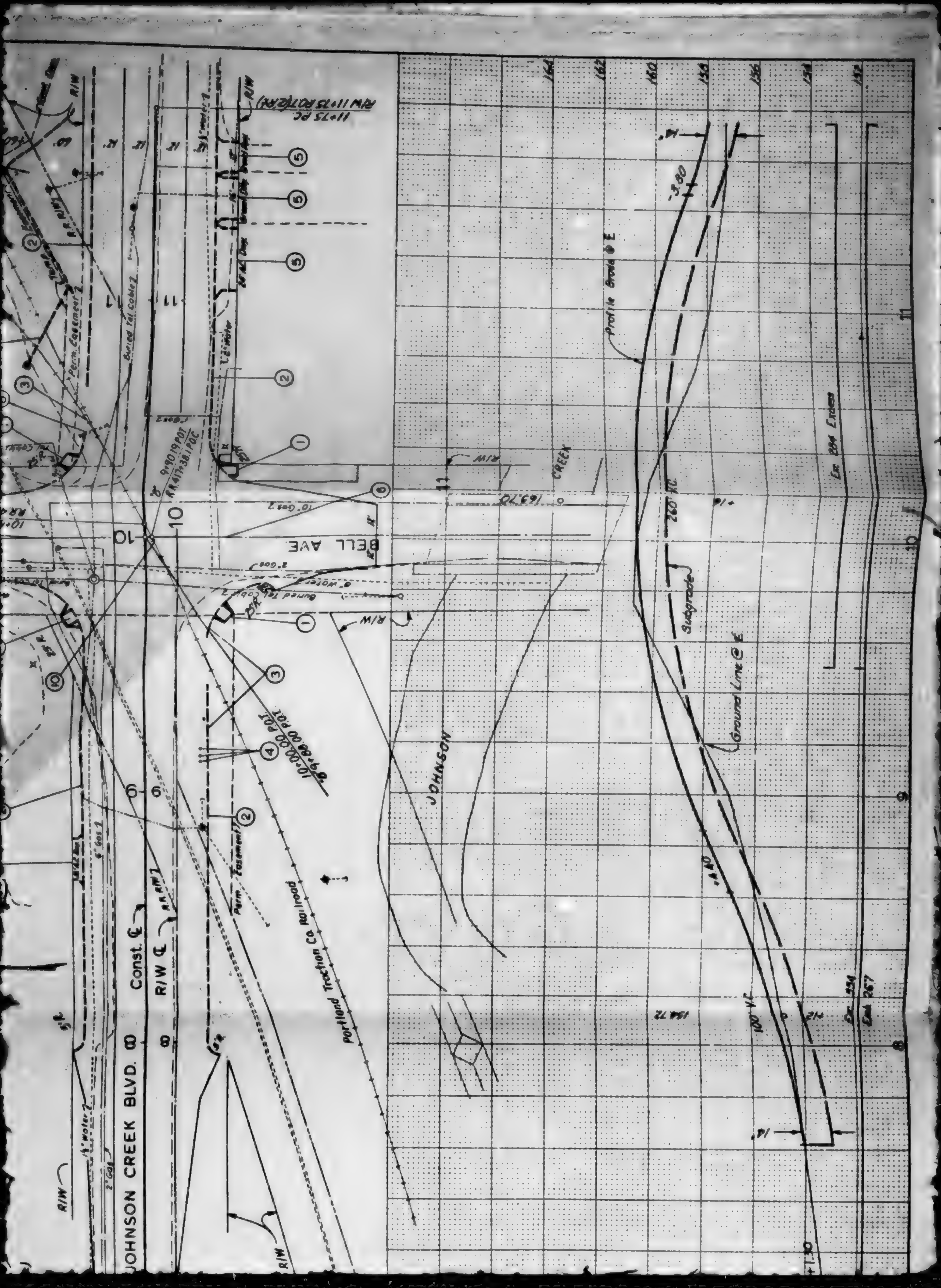

2'
Sl. 3:1 Nom.
Sl. 0.
Sl. 4:1
Var.
Sl. 1½:1
For
See

12V-325


NW 1/4 Sec. 22, T1S., R2E., W.M.
JOHNSON CREEK BLVD
Const. ℄
R/W ℄
BELL AVE
10
11
R/W
Perm. Easement
Temp. Easement
R.R. R/W
Buried Tel. Cable
6" Water
Portland Traction Co. Railroad
10+00.70 POT
11+75 P.C.
R/W 11+75 P.O.T.(RT)
JOHNSON
CREEK
Profile Grade @ ℄
Subgrade
260' V.C.
-3.80
164
162
160
158
①
②
③
④
⑤
⑦
⑩
⑪

SE JOHNSON CR BLVD AT SE BELL AVE SEC
FAU ROUTE (SE JOHNSON CR BLVD)
CLACKAMAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
				3
				TOTAL SHEETS
10	OREGON	M-9704(1)		See Index


JOHNSON CREEK BLVD.
Const. ℄
R/W ℄
R/W
R.R. R/W
Portland Traction Co. Railroad
JOHNSON
CREEK
BELL AVE
Perm. Easement
Buried Tel. Cable
8" Water
2" Gas
6" Gas
10' Gas
U.G. Water
11+75 PC
163.70
154.72
Profile Grade @ ℄
Subgrade
Ground Line @ ℄
260 V.C.
100 V.C.
-3.00
+1.30
Ex 284 Excess
Ex 234
Emb 267
164
162
160
158
156
154
152
8
9
10
11
①
②
③
④
⑤
⑥
⑩

N.W. 1/4 Sec. 29, T.1S., R.2E., W.M.

Pipe Data:
12" Sewer Pipe Furnished Shall Be Class IV Reinforced Concrete Pipe, With Water Tight Joints.

① Const. Sidewalk Ramp - 4 (Total)
Drg. No. 2077

② Const. Type "C" Curb
Drg. No. 2077

③ Const. Railroad Crossing Curb - 2 (Total)
(For Details Not Shown See Sht. 2)

④ Adjust Mail Boxes - 3 (Total)
(Extra Work)

⑤ Const. P.C. Conc. Dwy. Type "A" - 4 (Total)
(For Details Not Shown See Sht. 2 & Drg. No. 2077)

⑥ Const. Rd. Connection - 2 (Total)

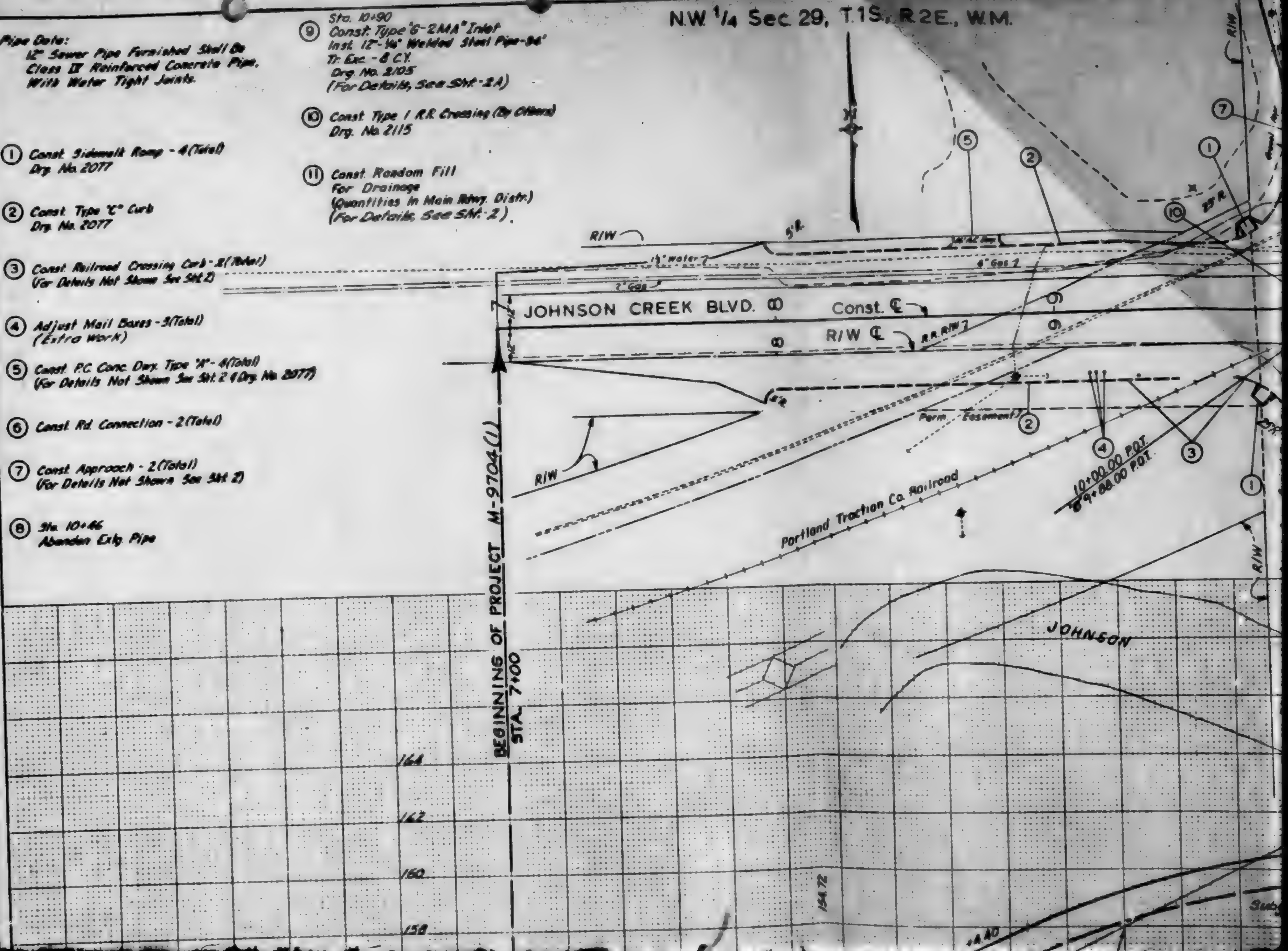
⑦ Const. Approach - 2 (Total)
(For Details Not Shown See Sht. 2)

⑧ Sta. 10+46
Abandon Exist. Pipe

⑨ Sta. 10+90
Const. Type "G-2MA" Inlet
Inst. 12"-1/4" Welded Steel Pipe-94'
Tr. Exc. - 8 C.Y.
Drg. No. 2105
(For Details, See Sht. 2A)

⑩ Const. Type 1 R.R. Crossing (By Others)
Drg. No. 2115

⑪ Const. Random Fill
For Drainage
(Quantities In Main Rdwy. Distr.)
(For Details, See Sht. 2)


R/W
1¼" Water
6" Gas
2" Gas
5' R.
JOHNSON CREEK BLVD.
Const. ℄
R/W ℄
R.R. R/W
Perm. Easement
Portland Traction Co. Railroad
10+00.00 P.O.T.
9+88.00 P.O.T.
25' R.
BEGINNING OF PROJECT M-9704(1)
STA. 7+00
JOHNSON
164
162
160
158
154.72

Drg. No. 2077

② Const. Type "C" Curb
Drg. No. 2077

③ Const. Railroad Crossing Curb - 2(Total)
(For Details Not Shown See Sht. 2)

④ Adjust Mail Boxes - 3(Total)
(Extra Work)

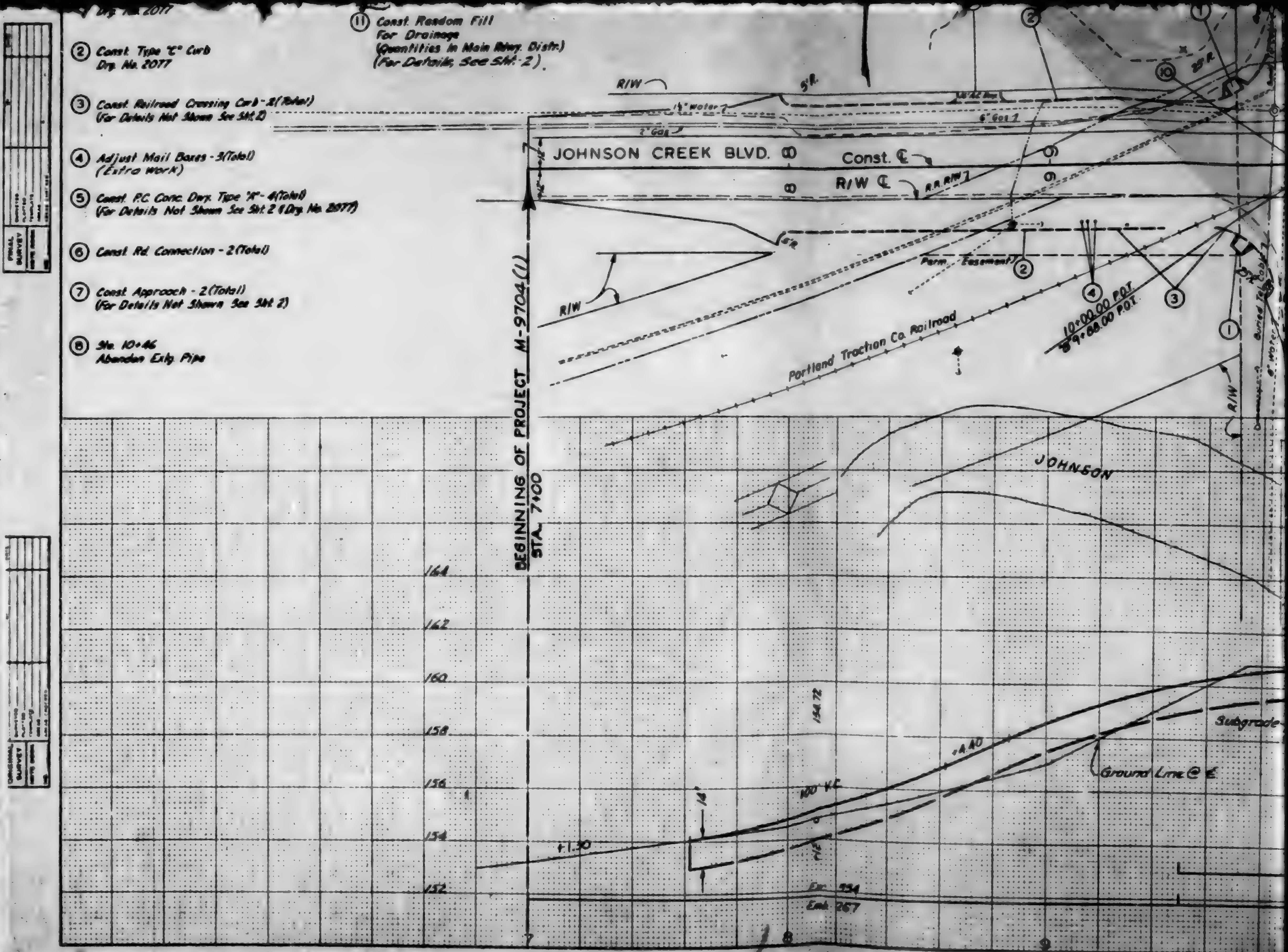
⑤ Const. P.C. Conc. Dwy. Type "A" - 4(Total)
(For Details Not Shown See Sht. 2 & Drg. No. 2077)

⑥ Const. Rd. Connection - 2(Total)

⑦ Const. Approach - 2(Total)
(For Details Not Shown See Sht. 2)

⑧ Sta. 10+46
Abandon Exis. Pipe

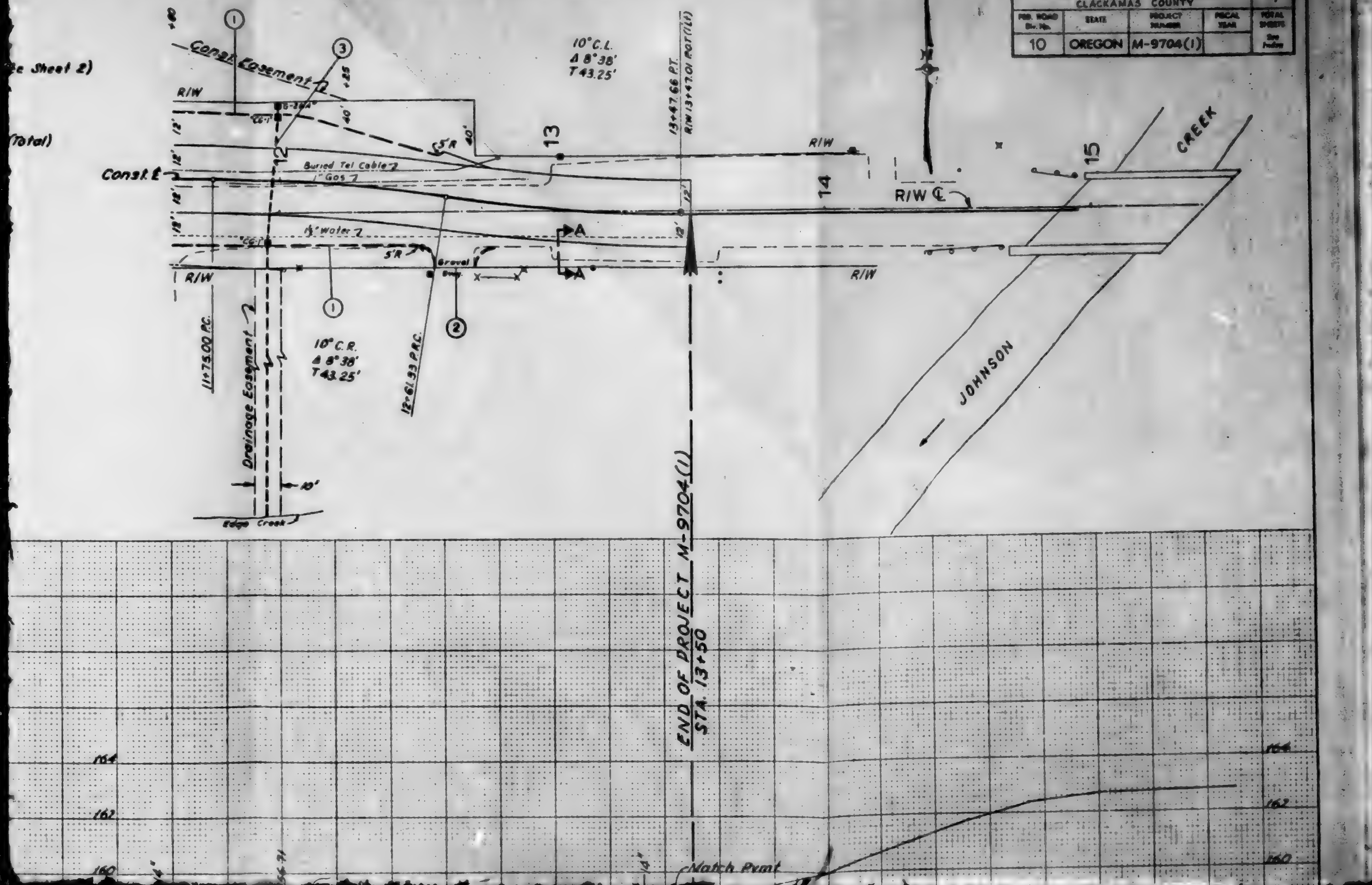
⑪ Const. Random Fill
For Drainage
(Quantities In Main Rdwy. Distr.)
(For Details, See Sht. 2).


FINAL SURVEY
ORIGINAL SURVEY
R/W
5' R.
1½" Water
2" Gas
6" Gas
JOHNSON CREEK BLVD.
Const. ℄
R/W ℄
R.R. R/W
BEGINNING OF PROJECT M-9704(1)
STA. 7+00
R/W
Perm. Easement
Portland Traction Co. Railroad
10+00.00 P.O.T.
9+88.00 P.O.T.
Buried Tel. Cable
6" Water
R/W
25' R.
JOHNSON
164
162
160
158
156
154
152
154.72
+4.40
100' V.C.
+1.90
Subgrade
Ground Line @ ℄
Exc. 334
Emb. 257
7
8
9

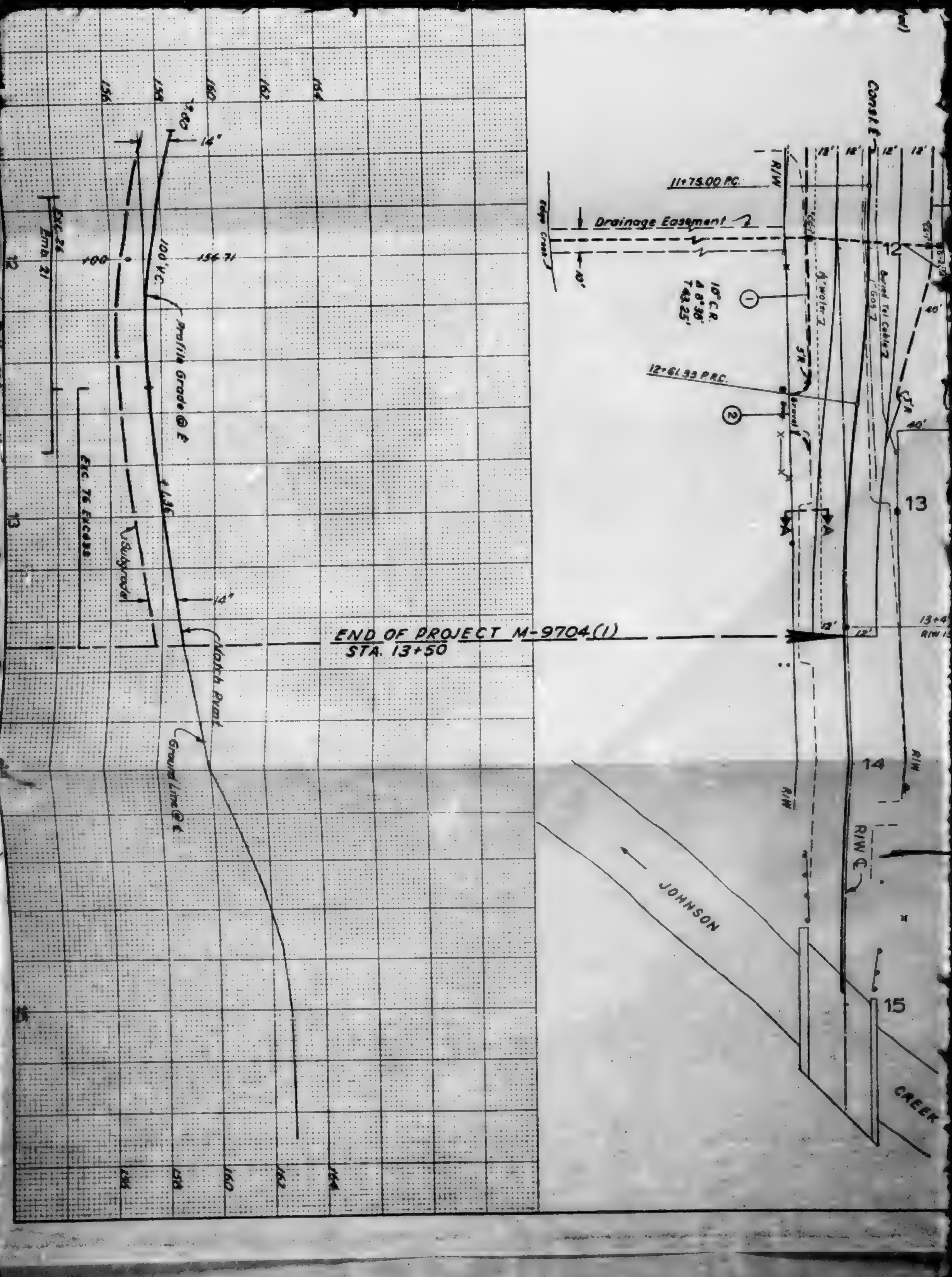
12V-325

S.E. JOHNSON CR. BLVD. AT S.E. BELL AVE. SEC. FAU 9704 (S.E. JOHNSON CR. BLVD.) CLACKAMAS COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-9704(1)		See Index

N.W. 1/4 Sec. 29, T.1S., R.2E., W.M.



e Sheet 2)
(Total)
Const. ℄
R/W
Const. Easement
Drainage Easement
Edge Creek
10'
Buried Tel Cable
1" Gas
1½" water
Gravel
5'R
40'
12'
① ② ③
10° C.L.
Δ 8°38'
T 43.25'
10° C.R.
Δ 8°38'
T 43.25'
11+75.00 P.C.
12+61.93 P.R.C.
13+47.66 P.T.
R/W 13+47.01 POT(1&t)
12
13
14
15
A
R/W ℄
JOHNSON
CREEK
END OF PROJECT M-9704(1)
STA. 13+50
Match Pvmt.
164
162
160

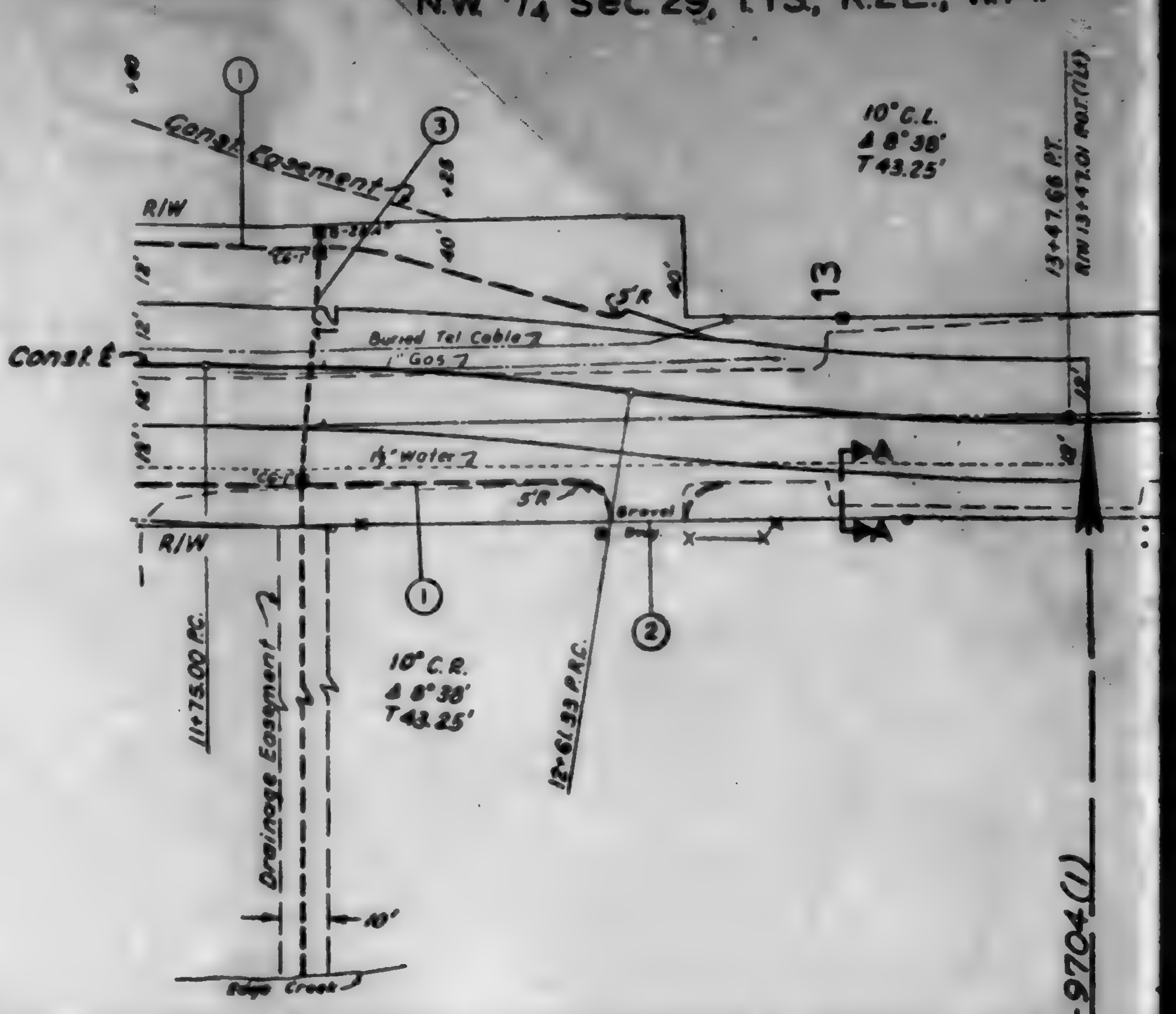

END OF PROJECT M-9704(1)
STA. 13+50
Const ℄
R/W
R/W ℄
11+75.00 P.C.
12+61.33 P.R.C.
Drainage Easement
Edge Creek
10'
10° C.R.
Δ 8°38'
T 43.25'
①
②
5' Water 2
Buried Tel Cable 2
1" Gas 2
Gravel
5'R
40'
12'
12
13
14
15
13+4
JOHNSON
CREEK
A
Profile Grade @ ℄
Ground Line @ ℄
Match Pvmt
Subgrade
100' V.C.
154.71
+1.00
-2.00
+1.36
14"
Exc. 76 Excess
Exc. 26
Emb. 21
156
158
160
162
164

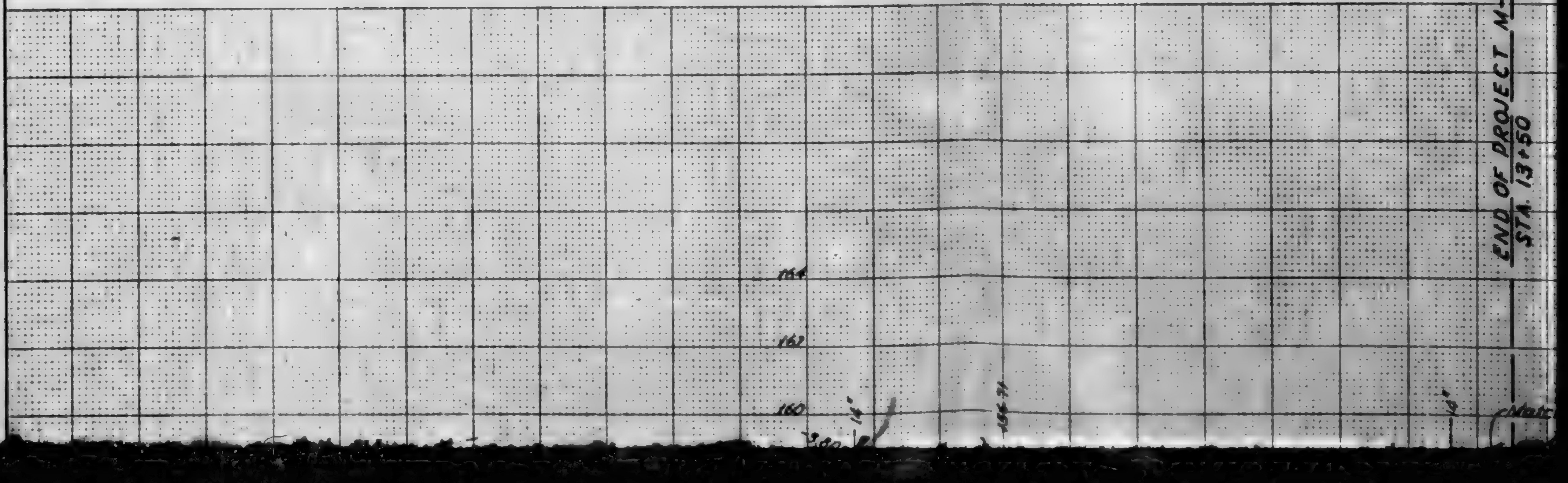
N.W. 1/4 Sec. 29, T.1S., R.2E., W.M.

① Const. Type "C" Curb
Drg. No. 2077

② Const. Approach
(For Details Not Shown, See Sheet 2)

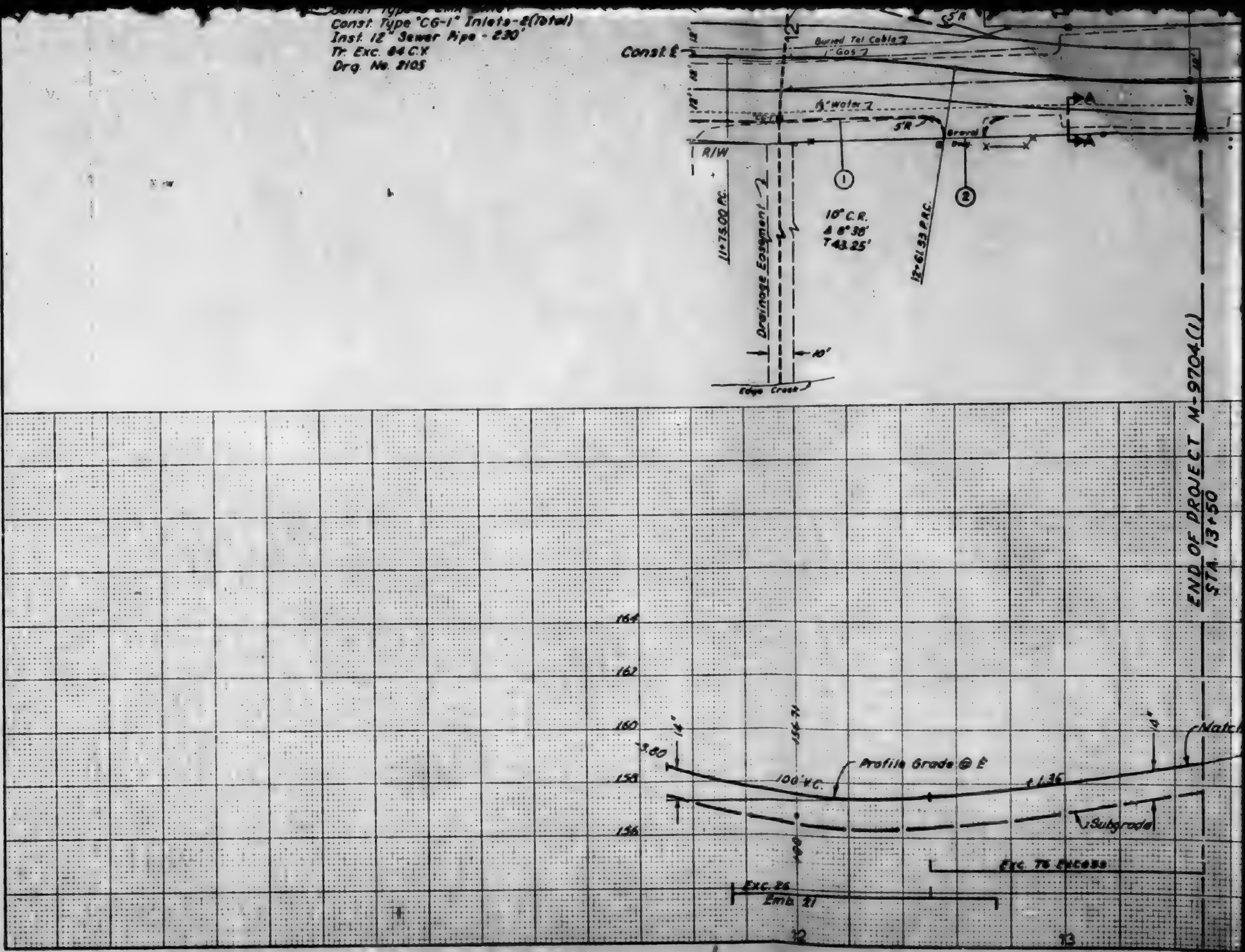
③ Sta. 11+97
Const. Type "G-2MA" Inlet
Const. Type "CG-1" Inlets-2 (Total)
Inst. 12" Sewer Pipe - 230'
Tr. Exc. 84 C.Y.
Drg. No. 2105


①
③
Const. Easement
R/W
G-2MA
CG-1
12'
40'
5'R
13
10° C.L.
Δ 8°38'
T 43.25'
13+47.66 P.T.
R/W 13+47.01 P.O.T.(T.L.)
Const. ℄
Buried Tel Cable
1" Gas
1½" Water
CG-1
5'R
Gravel Dwy.
R/W
①
②
11+75.00 P.C.
Drainage Easement
10° C.R.
Δ 8°38'
T 43.25'
12+61.93 P.R.C.
10'
Eagle Creek
END OF PROJECT M-9704(1)
STA. 13+50

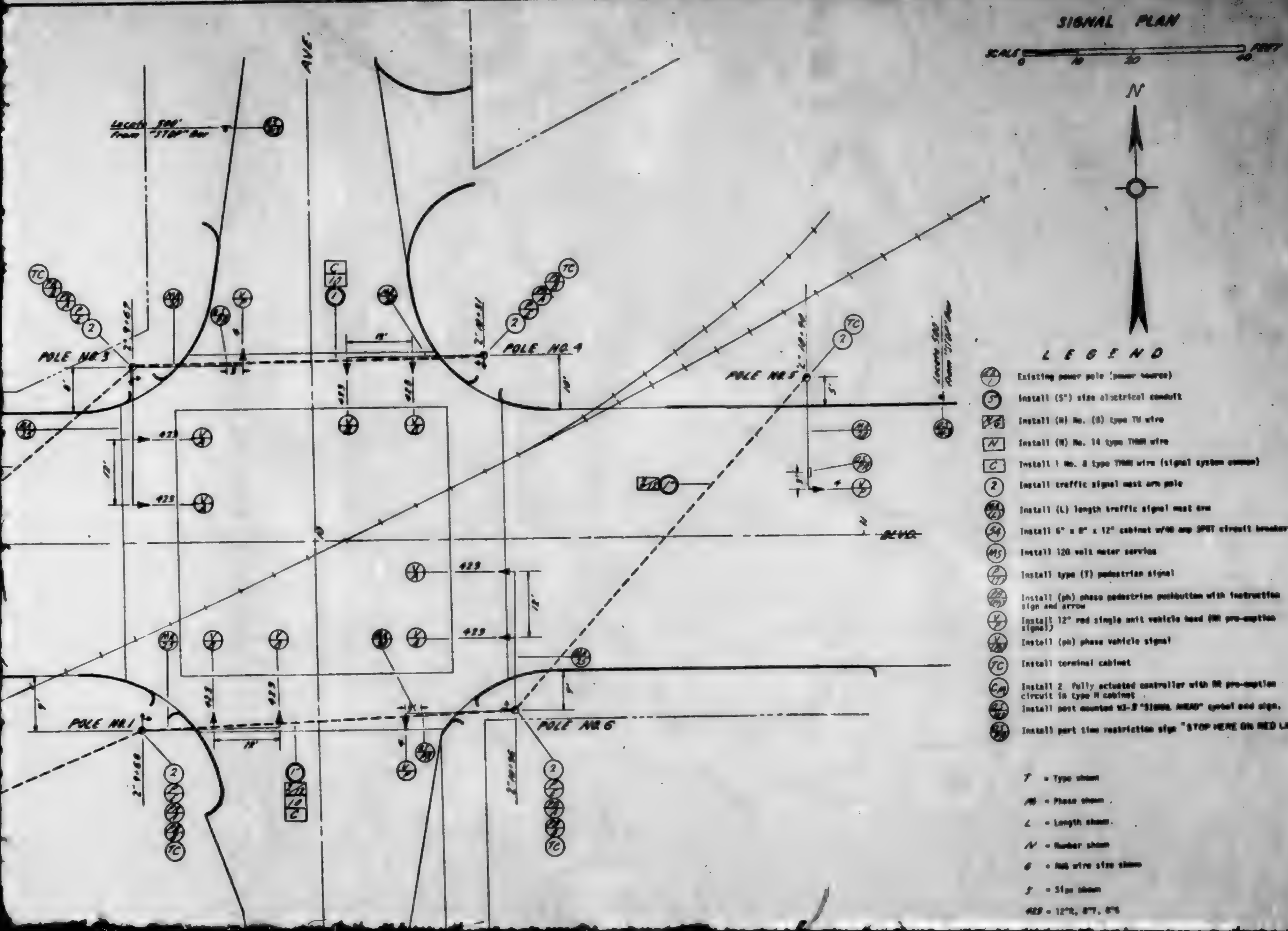

164
162
160
14'
14'
156.71

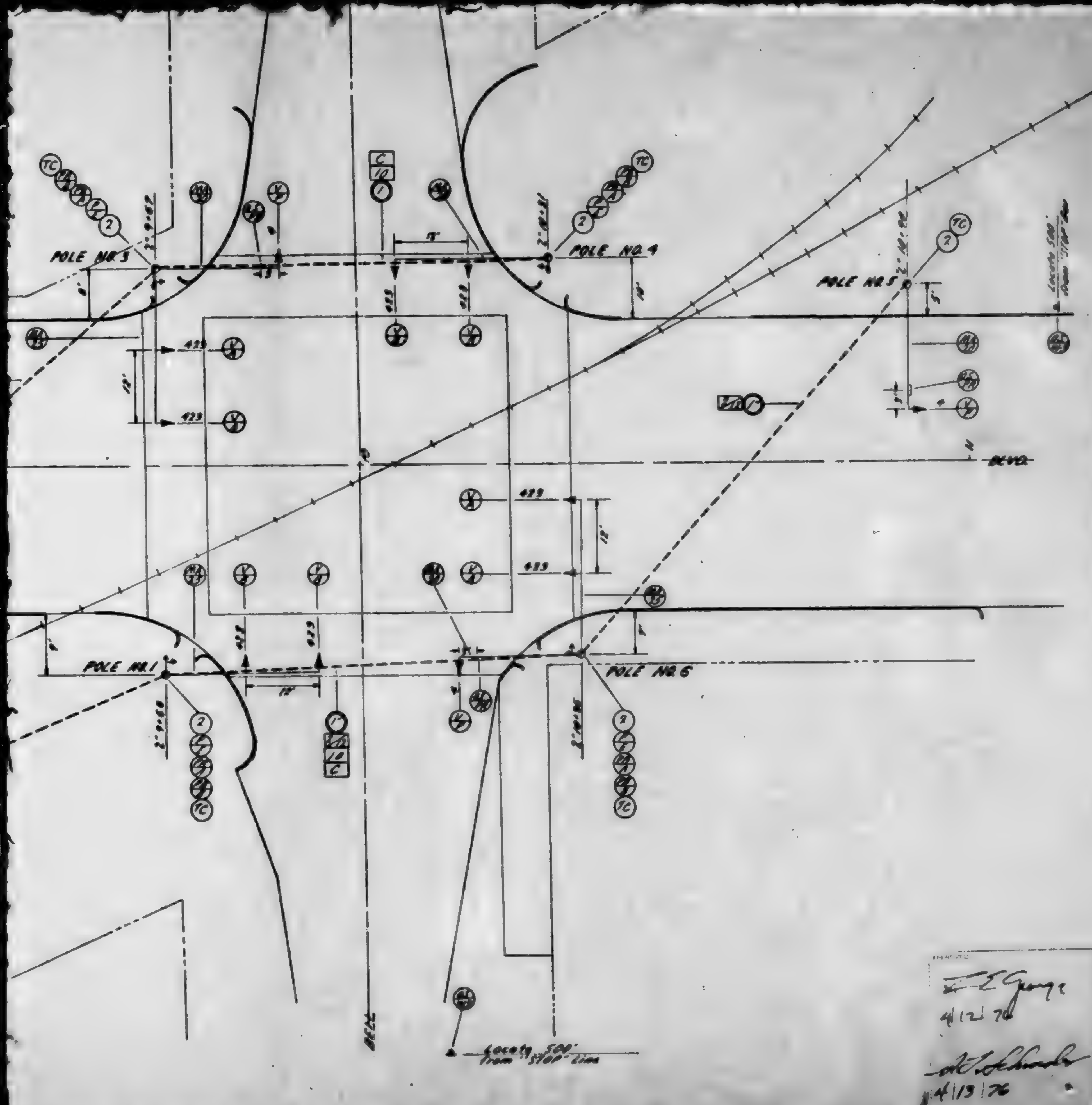
Const. Type

Const. Type "CG-1" Inlets-2(Total)
Inst. 12" Sewer Pipe - 230'
Tr. Exc. 84 C.Y.
Drg. No. 2105


5'R
12
Buried Tel Cable
1" Gas
Const. ℄
6" Water
5'R
Gravel
R/W
①
②
11+75.00 P.C.
Drainage Easement
10° C.R.
Δ 8°30'
T 43.25'
12+61.33 P.R.C.
10'
Edge Creek
END OF PROJECT M-9704(1)
STA. 13+50
164
162
160
158
156
14"
159.80
156.71
Profile Grade @ ℄
100' V.C.
+1.36
Match
Subgrade
Exc. 76 Excess
Exc. 26
Emb. 21
12
13

SIGNAL PLAN


SCALE 0 10 20 40 FEET
N
AVE.
BLVD.
N
Locate 500' from "STOP" Bar
Locate 500' from "STOP" Bar
POLE NO. 1
POLE NO. 3
POLE NO. 4
POLE NO. 5
POLE NO. 6
2
TC
C
12
1"
12'
10'
8'
5'
429
LEGEND
Existing power pole (power source)
Install (5") size electrical conduit
Install (N) No. (6) type TW wire
Install (N) No. 14 type THWN wire
Install 1 No. 8 type THWN wire (signal system common)
Install traffic signal mast arm pole
Install (L) length traffic signal mast arm
Install 6" x 8" x 12" cabinet w/40 amp SPST circuit breaker
Install 120 volt meter service
Install type (T) pedestrian signal
Install (ph) phase pedestrian pushbutton with instruction sign and arrow
Install 12" red single unit vehicle head (RR pre-emption signal)
Install (ph) phase vehicle signal
Install terminal cabinet
Install 2 fully actuated controller with RR pre-emption circuit in type M cabinet
Install post mounted W3-3 "SIGNAL AHEAD" symbol and sign.
Install part time restriction sign "STOP HERE ON RED LIGHT"
T = Type shown
Ph = Phase shown.
L = Length shown.
N = Number shown
6 = AWG wire size shown
5 = Size shown
429 = 12"R, 8"Y, 8"G



L E G E N D

Existing power pole (power source)
Install (5") size electrical conduit
Install (N) No. (6) type TW wire
Install (N) No. 14 type THW wire
Install 1 No. 8 type THW wire (signal system common)
Install traffic signal mast arm pole
Install (L) length traffic signal mast arm
Install 6" x 8" x 12" cabinet w/40 amp SPST circuit breaker
Install 120 volt meter service
Install type (T) pedestrian signal
Install (ph) phase pedestrian pushbutton with instruction sign and arrow
Install 12" red single unit vehicle head (RR pre-emption signal)
Install (ph) phase vehicle signal
Install terminal cabinet
Install 2 fully actuated controller with RR pre-emption circuit in type M cabinet
Install post mounted W3-3 "SIGNAL AHEAD" symbol and sign.
Install part time restriction sign "STOP HERE ON RED LIGHT"

T = Type shown
Ph = Phase shown.
L = Length shown.
N = Number shown
6 = AWG wire size shown
5 = Size shown
423 = 12"R, 8"Y, 8"G
4 = 12"R

E. George
4/12/76

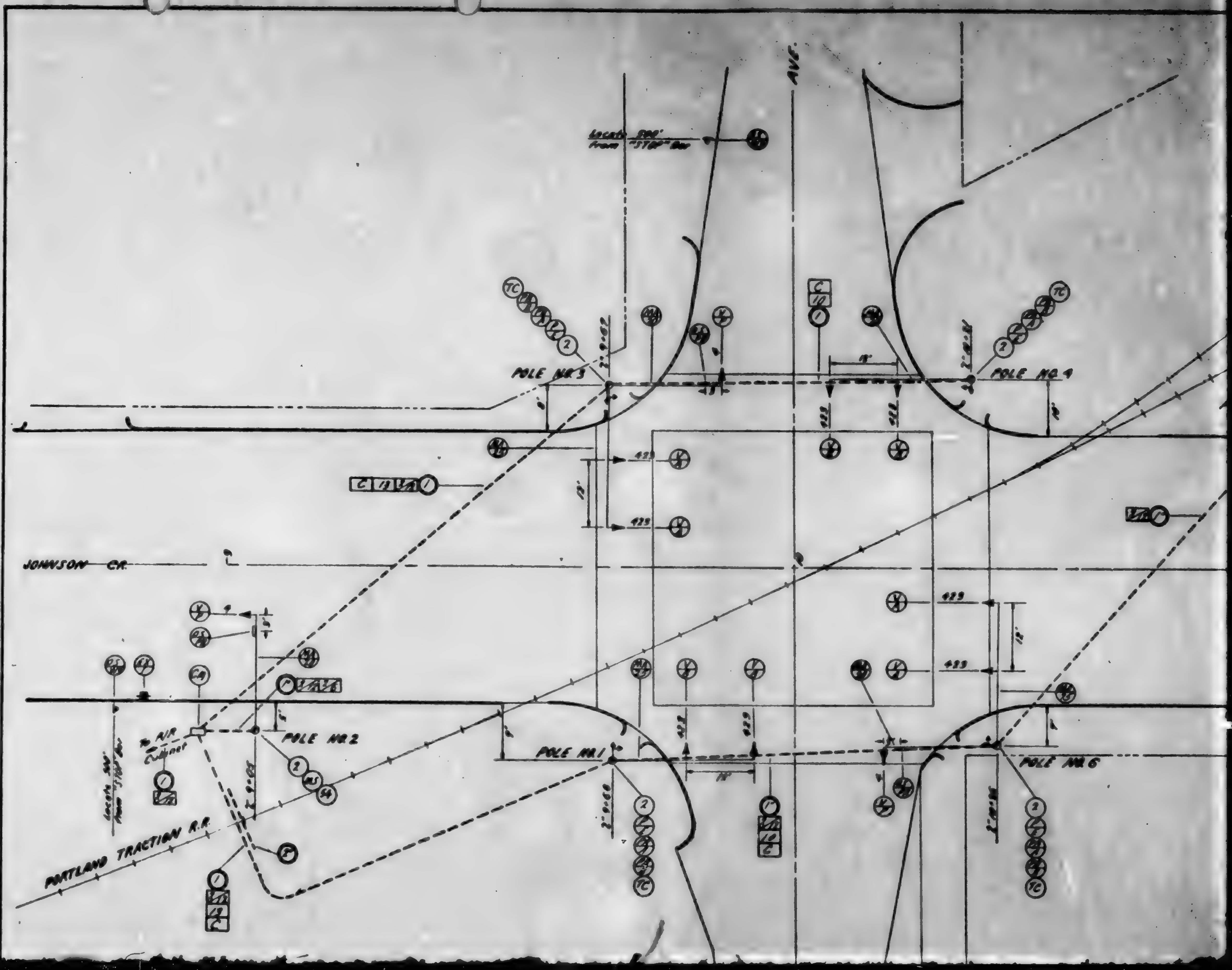
4/13/76

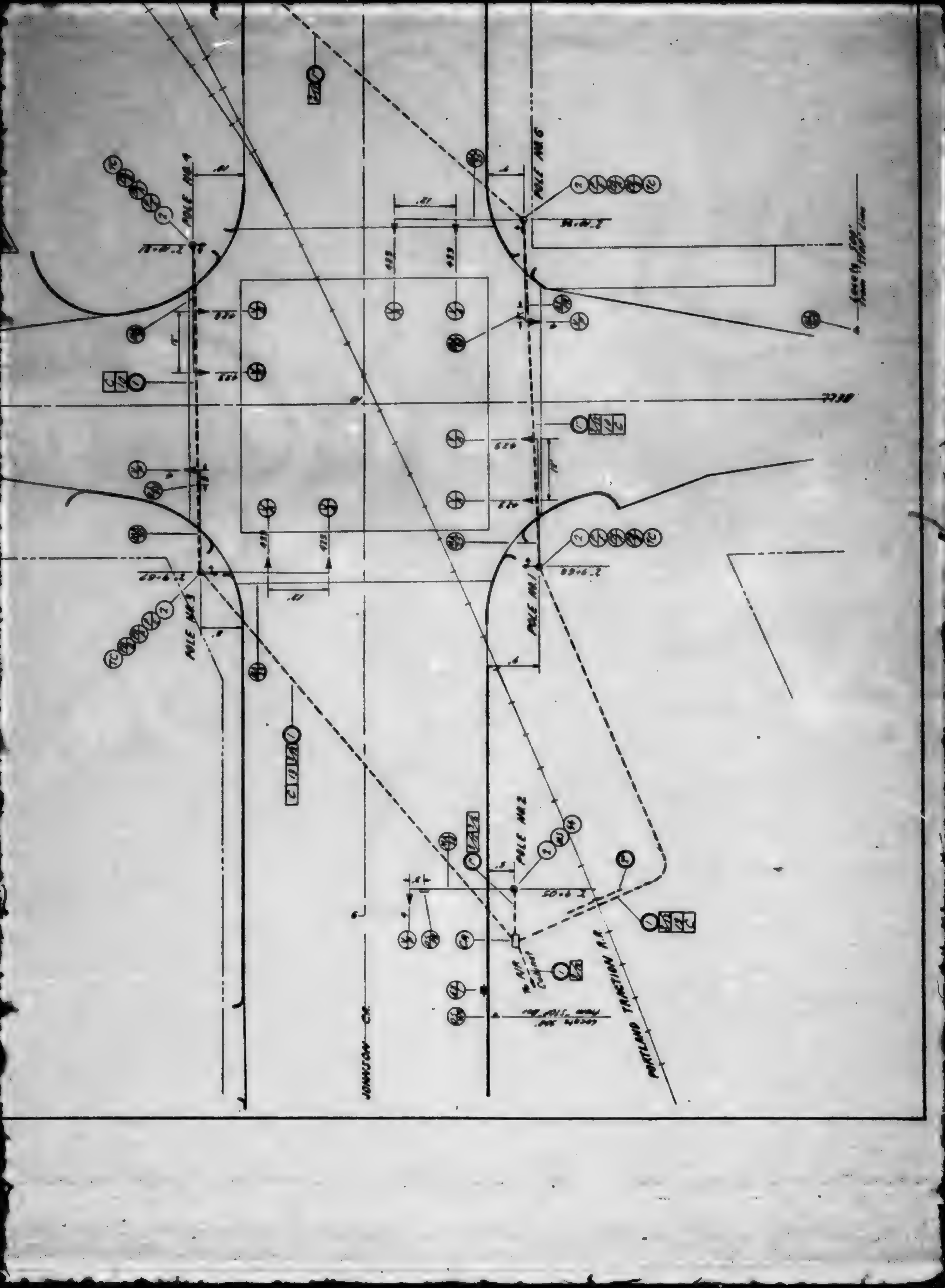
OREGON STATE HIGHWAY DIVISION
TRAFFIC [illegible] SECTION

TRAFFIC SIGNAL INSTALLATION
JOHNSON CR. BLVD. AT BELL AVE. SECTION
FAU 9704 (SE JOHNSON CR. BLVD.)
CLACKAMAS COUNTY

Accompanied by TSS Drwg. Nos
1470, 1471, 1472, 1473, 1486, 1486,
1488, 1489 & 2974

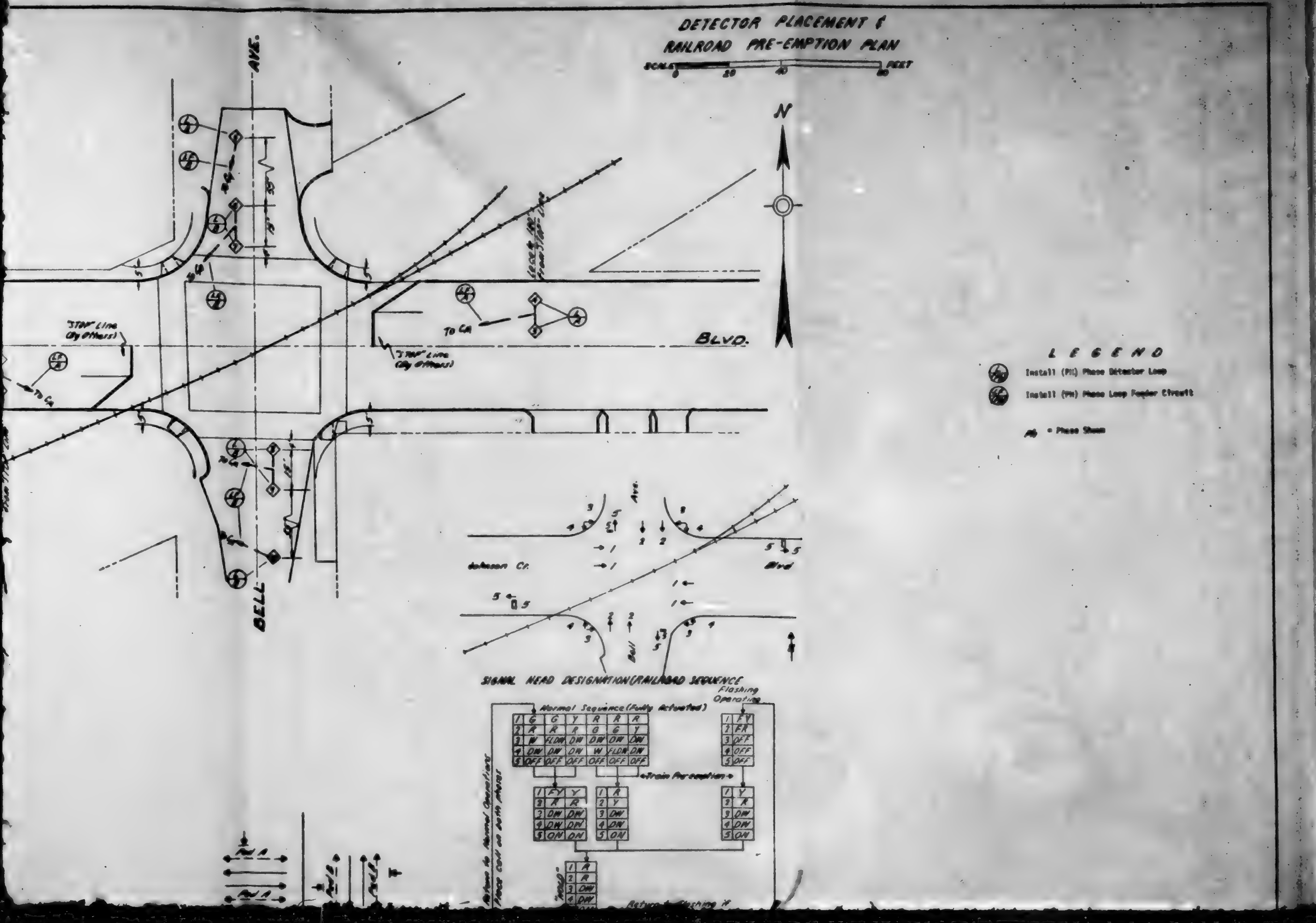
TSS DWG. No. 2973


AVE.
Locate 200' from "STOP" Bar
POLE NO.3
POLE NO.4
JOHNSON CR.
POLE NO.2
To R/R Cabinet
Locate 200' from "STOP" Bar
POLE NO.1
POLE NO.6
PORTLAND TRACTION R.R.
423
12'
TC
2



POLE NO.4
POLE NO.6
POLE NO.3
POLE NO.1
POLE NO.2
JOHNSON CR.
PORTLAND TRACTION R.R.
TC
TC
TC
TC

DETECTOR PLACEMENT & RAILROAD PRE-EMPTION PLAN


SCALE 0 20 40 80 FEET
N
AVE.
BELL
BLVD.
"STOP" Line (By Others)
"STOP" Line (By Others)
To CA
To CA
To CA
Lock & 150' From STOP Line
LEGEND
Install (PH) Phase Detector Loop
Install (PH) Phase Loop Feeder Circuit
Ph = Phase Shown
Johnson Cr.
Blvd
Ave.
Bell
SIGNAL HEAD DESIGNATION (RAILROAD SEQUENCE
Normal Sequence (Fully Actuated)
Flashing Operating
←Train Pre-emption→
"HOLD"
Return to Normal Operations Place Call on both phases
Return to Flashing if
Ped A
Ped A
Ped B
Ped B

1	G	G	Y	R	R	R
2	R	R	R	G	G	Y
3	W	FLDW	DW	DW	DW	DW
4	DW	DW	DW	W	FLDW	DW
5	OFF	OFF	OFF	OFF	OFF	OFF

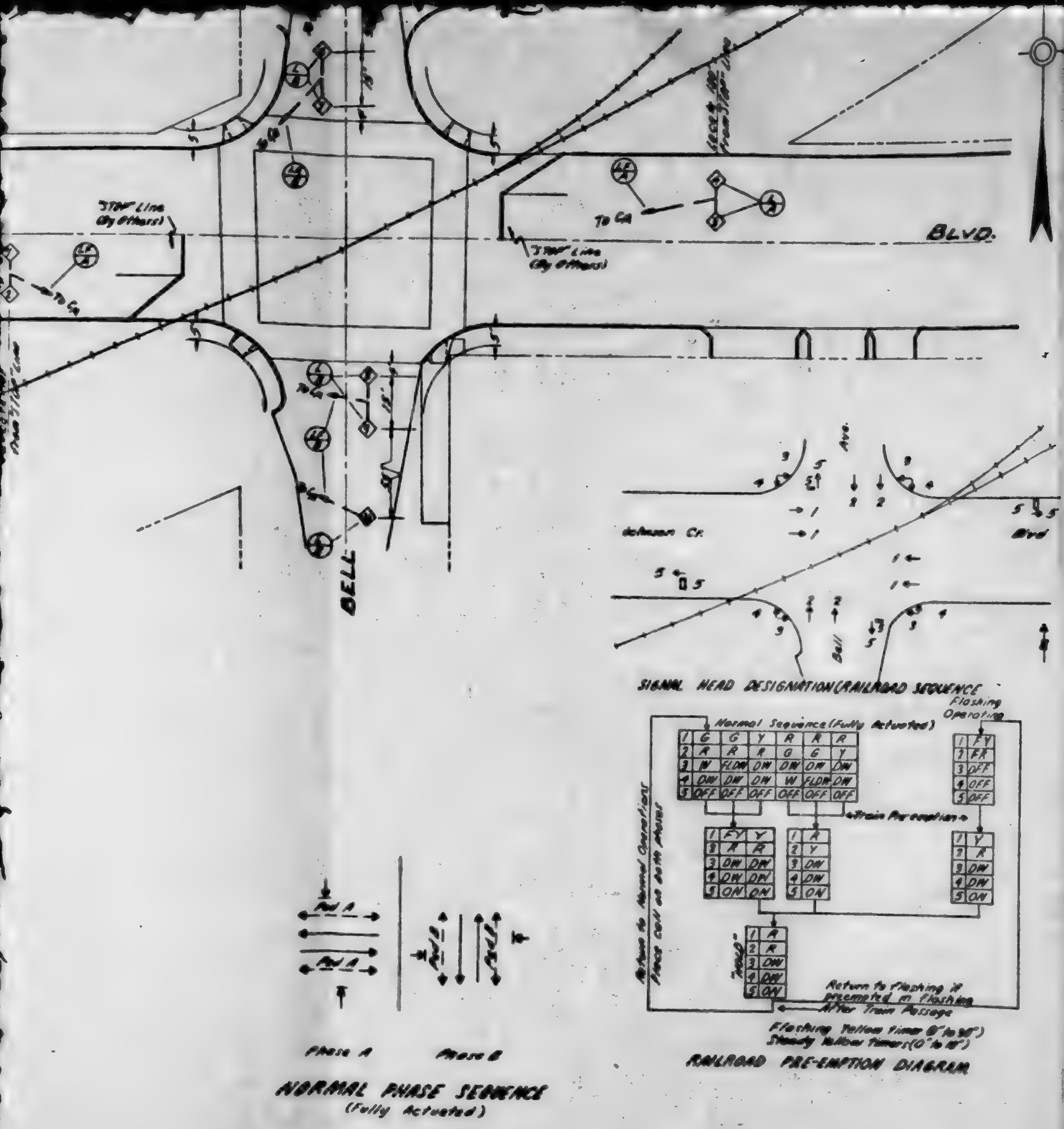
1	FY	Y
2	R	R
3	DW	DW
4	DW	DW
5	ON	ON

1	R
2	Y
3	DW
4	DW
5	ON

1	FY
2	FR
3	OFF
4	OFF
5	OFF

1	Y
2	R
3	DW
4	DW
5	ON

1	R
2	R
3	DW
4	DW


BELL
BLVD.
"STOP" Line (By Others)
"STOP" Line (By Others)
To CA
To CA
Johnson Cr.
Blvd
Ave.
Bell
SIGNAL HEAD DESIGNATION (RAILROAD SEQUENCE)
Normal Sequence (Fully Actuated)
Flashing Operating
Train Pre-emption
"HOLD"
Return to Normal Operations Place Call on both phases
Return to Flashing if preempted in Flashing
After Train Passage
Flashing Yellow Timer (0" to 30")
Steady Yellow Timers (0" to 10")
RAILROAD PRE-EMPTION DIAGRAM
Ped A
Ped B
Phase A
Phase B
NORMAL PHASE SEQUENCE
(Fully Actuated)

L E G E N D

- Install (PH) Phase Detector Loop
- Install (PH) Phase Loop Amplifier Circuit
- ϕ = Phase Shown

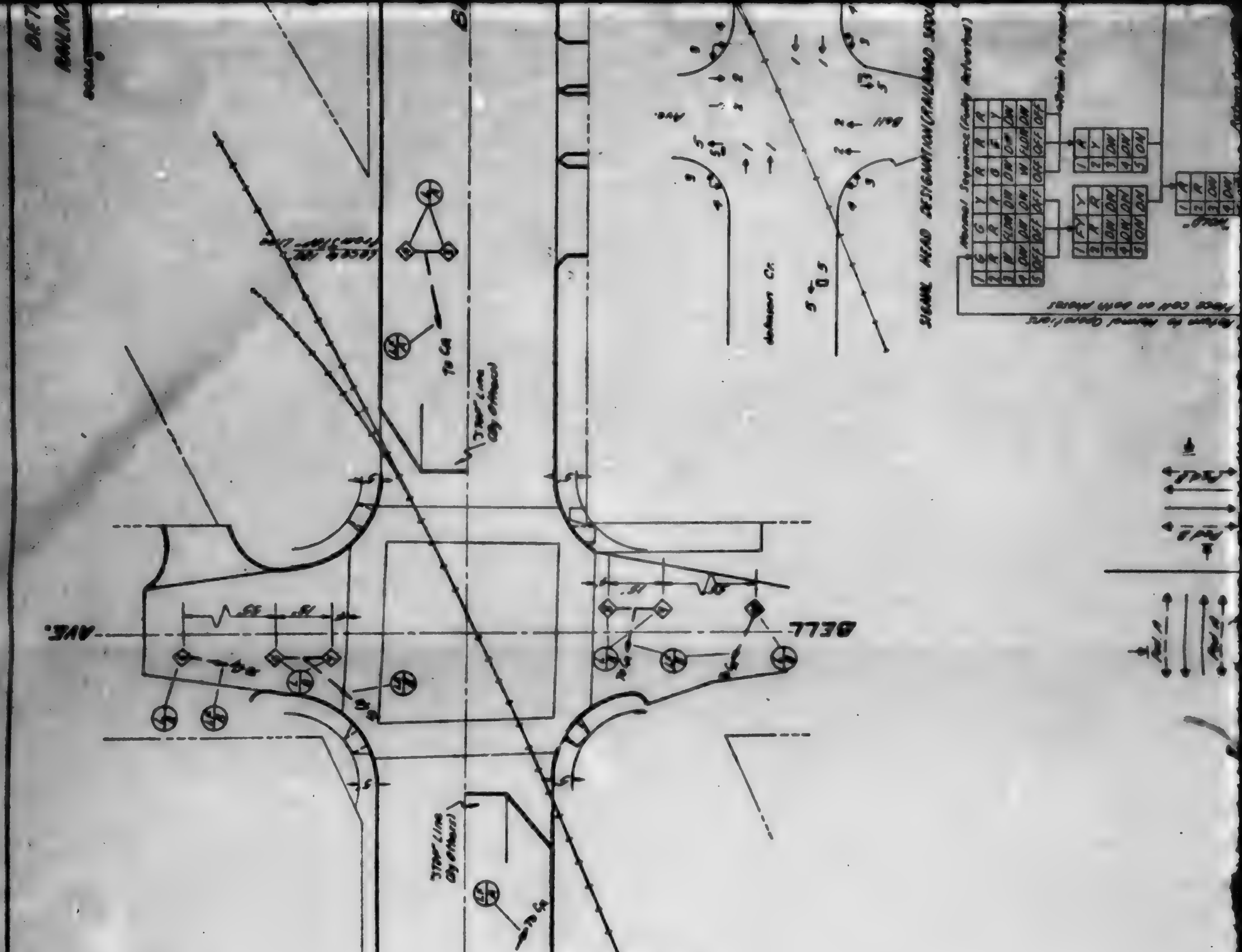
STATE HIGHWAY DIVISION

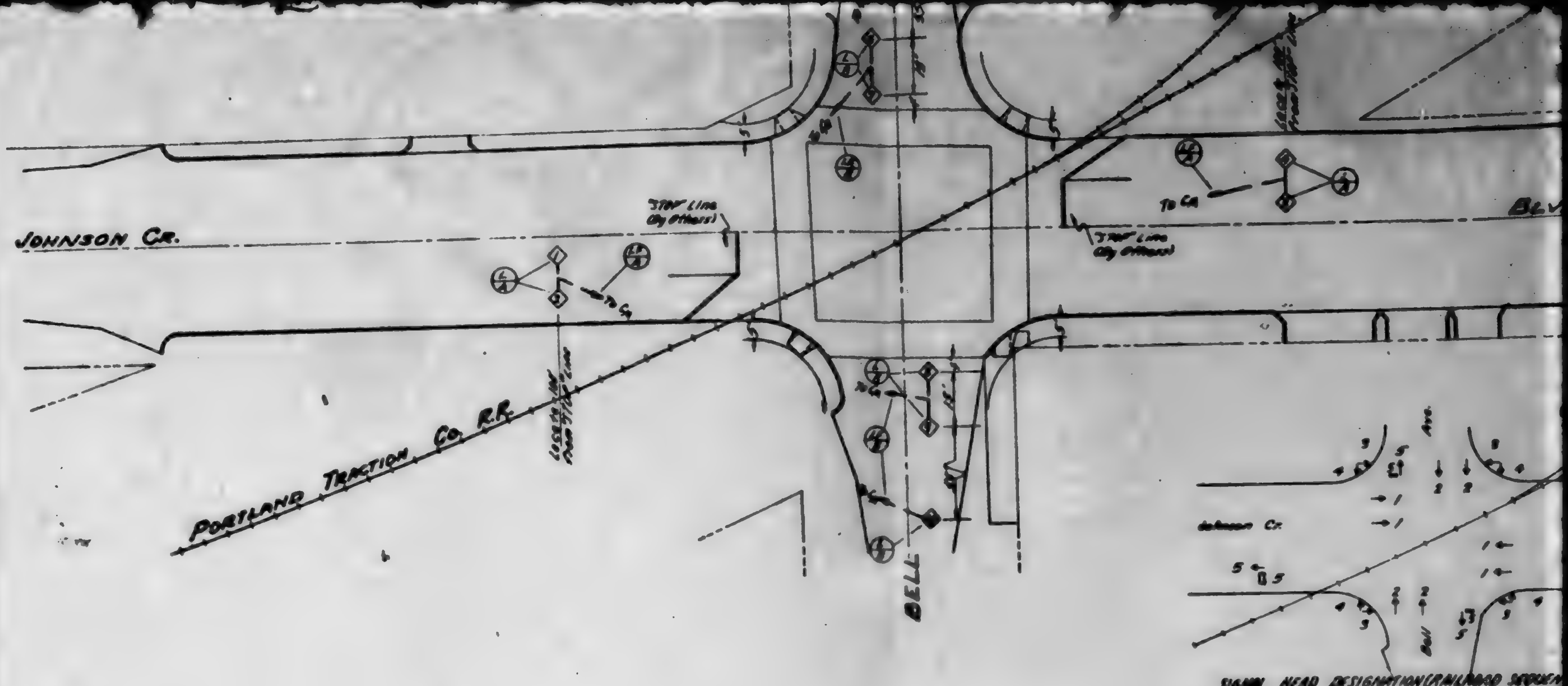
E. George
4/12/76

4/13/76

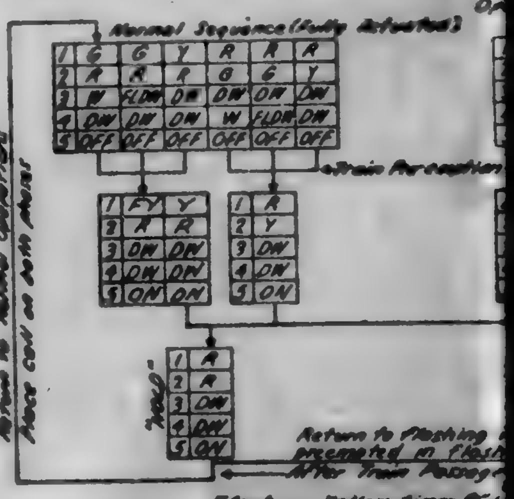
TRAFFIC SIGNAL INSTALLATION
JOHNSON CR. BLVD AT BELL AVE. SECTION
FAU 9704 (S.E. JOHNSON CR. BLVD)
CLACKAMAS COUNTY

2974


BELL AVE.
JOHNSON CR.
PORTLAND TRACTION CO. R.R.
"STOP" Line (By Others)
To Cab
SIGNAL HEAD DESIGNATION (RAILROAD
Johnson Cr.
Control Cabinet

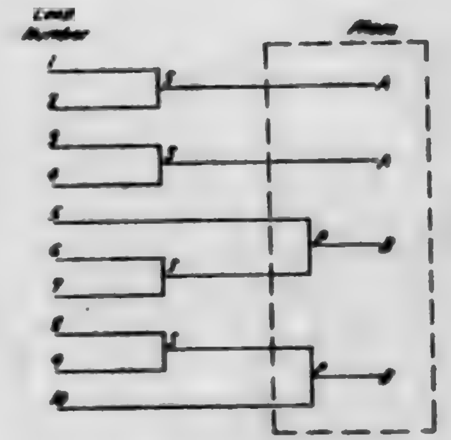

JOHNSON CR.
BLV
PORTLAND TRACTION CO. R.R.
STOP Line (By Others)
STOP Line (By Others)
To Cab
BELL
Johnson Cr.
Bell
Ave.

SIGNAL HEAD DESIGNATION (RAILROAD SEQUEN


Normal Sequence (Fully Actuated)
1 G G Y R R R
2 R R R G G Y
3 W FLDW DW DW DW DW
4 DW DW DW W FLDW DW
5 OFF OFF OFF OFF OFF OFF
Train Pre-emption
1 FY Y
2 R R
3 DW DW
4 DW DW
5 ON ON
1 R
2 Y
3 DW
4 DW
5 ON
"Hold"
1 R
2 R
3 DW
4 DW
5 ON
Return to Normal Operations
Place call on both phases
Return to Flashing
preempted in Flash
After Train Passage

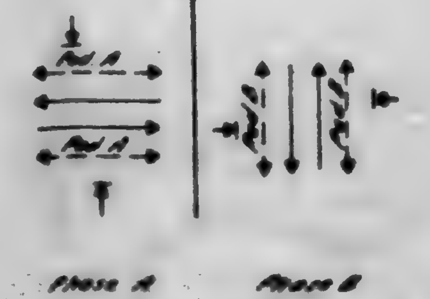
Flashing Yellow timer
Steady Yellow timers (0" to

RAILROAD PRE-EMPTION DIAGRA


Loop Number
1
2
3
4
5
6
7
8
9
10
S
S
S
S
P
P
Phase
A
A
B
B
Control Cabinet

S = Series P = Parallel
(Loop amplifiers req'd (4))

LOOP DETECTOR WIRING
(See TES. Drwg. No. 1471 for loop details)


Ped A
Ped A
Ped B
Ped B

Phase A Phase B

NORMAL PHASE SEQUENCE
(Fully Actuated)

8468

Clackamas Co

ALL CLEAR 9/27/76

Donald [illegible]

ENVIRONMENTAL REVIEW

Section Johnson Cr. Blvd at Bell Ave.
Highway FAUS 9704
County Clackamas Region
Type of Work C.P. Signals
Funds FAUS

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

No apparent problems

DIVISION OF STATE LANDS: NO

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No

FISH & WILDLIFE COMMISSION: NO

CORPS OF ENGINEERS: No

DEPT. OF ENVIRONMENTAL QUALITY: Noise: [redacted] All Clear if exception to the noise level is approved.

OTHER: Archaeological: All Clear

8468

Rev. 20 Sep 7

BEN

Section S.E. Johnson Cr. Bl[illegible] at S.E. Bell Ave Progr[illegible]ming Estimate $ 148,000

Highway FAU 9704 (S.E. Johnson Cr. Blvd.) 703′ Project Length 0.12 mi.

County Clackamas 9-20-76 Completion Time 240 cal. days

Kind of Work Grading, paving & signals Aug 1, 77

Prefix 303-1982- FA Project No. M-9704(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount			111,408.00 $ ~~90,412.00~~
Anticipated Additional Items:			
Royalty Payment			
Building Permit Fees			
Slide Correction			
Railroad Protective Costs		1,500.00	
Other Railroad Costs		8,220.00	
Permanent Signing		1,000.00	
Permanent Pavement Striping		600.00	
Temporary Pavement Striping		600.00	
Remove Pavement Striping (Exist. & Temp.)		200.00	
Temporary Erosion Control		500.00	
State Furnished			19,054.10 $ ~~19,520.00~~
Install Water Meter			
Furnish Water			
Laboratory Fees			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing		750.00	
Bikeway Signs			
Furnish Mail Box Posts			
Adjust Utilities			
Portland General Electric	4,534.10	~~5,000.00~~	
~~Misc. Permit Fees~~ Adjust Mail Boxes. (E.W.)		150.00	
Roadside Seeding & Mulching		1,000.00	
		130,462.10	$ ~~109,932.00~~
Contingencies (4-1/2%)		5,870.79	~~4,946.94~~
Engineering (10 %)		11,741.59	~~10,993.20~~
SUBTOTAL			$
Credit for			
Estimated Net Authorization, Construction		148,074.48	$ ~~125,872.14~~

APPROVED

Road Design Engineer

31 Aug 76
County-City
Says $ OK.

Rec. 9-20-76
H

EGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2

Date 2 Sept 76

Section S.E. Johnson Cr. Blvd. at S.E. Bell Ave.

County Clackamas

Kind Of Work Grading, Paving & Signals

Length 0.12 mi.

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	5,300.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,600.00
3	Temporary Signs		Sq. Ft.	220	6.00	1,320.00
4	Flagmen		Hour	450	15.00	6,750.00
	ROADWORK					
5	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,200.00
6	General Excavation		Cu. Yd.	720	5.75	4,140.00
7	Trench Excavation		Cu. Yd.	92	15.00	1,380.00
8	Watering		M-Gal.	20	10.00	200.00
9	Aggregate Base		Ton	710	6.50	4,615.00
10	Class "B" or Class "C" Asphalt Concrete		Ton	1820	19.00	34,580.00
11	12-inch Sewer Pipe		Lin. Ft.	230	9.00	2,070.00
12	12-inch Welded Steel Pipe		Lin. Ft.	34	12.00	408.00
13	Installing 12-inch Pipe Under Railroad		Lump Sum	All	Lump Sum	1,400.00
14	Concrete Inlets, Type CG-1		Each	2	400.00	800.00
15	Concrete Inlets, Type G-2MA		Each	2	500.00	1,000.00
16	Concrete Driveways		Sq. Yd.	80	12.00	960.00
17	Sidewalk Ramps		Each	4	150.00	600.00
18	Concrete Curbs		Cu. Yd.	30	95.00	2,850.00
19	Extra for Asphalt Approaches		Each	5	125.00	625.00
20	Extra for R.R. Grade Crossing		Lump Sum	All	Lump Sum	5,000.00

EGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2
Date 2 Sept 76

Section S.E. Johnson Cr. Blvd at SE. Bell Ave
County Clackamas
Kind Of Work Grading, Paving & Signals
Length 0.12 mi
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	SIGNALS					
41	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	34,610⁰⁰
	TOTAL					111,408⁰⁰

8468

BEN GIFFORD

Section S.E. Johnson Cr. d. at S.E. Bell Ave Pro mming Estimate $ 126,000

Highway FAU 9704 (S.E. Johnson Cr. Blvd.) 703 Project Length 0.12 mi.

County Clackamas 8-31-76 Completion Time 240 cal. days

Kind of Work Grading, paving & signals Aug 1, 77

Prefix 303-1982- FA Project No. M-9704(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 90,412^{00}
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	1,500^{00}	
Other Railroad Costs	8,220^{00}	
Permanent Signing	1,000^{00}	
Permanent Pavement Striping	600^{00}	
Temporary Pavement Striping	600^{00}	
Remove Pavement Striping (Exist. & Temp.)	200^{00}	
Temporary Erosion Control	500^{00}	
State Furnished		
Install Water Meter		$ 19,520^{00}
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	750^{00}	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Portland General Electric	5,000^{00}	
~~Misc. Permit Fees~~ Adjust Mail Boxes. (E.W.)	150^{00}	
Roadside Seeding & Mulching	1,000^{00}	
		$ 109,932^{00}
Contingencies (4-1/2%)		4,946^{94}
Engineering (10 %)		10,993^{20}
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 125,872^{14}

APPROVED

Road Design Engineer

Rec. 8-31-76

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1
Date 7 May 76

Section SE Johnson Cr. Blvd at SE Bell Ave
County Clackamas
Kind Of Work Grading, Paving & Signals.
Length 0.12 mile
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1600^{00}
2	Temporary Signs		Sq. Ft.	220	6^{00}	$1,320^{00}$
3	Flagmen		Hour	150	15^{50}	$2,325^{00}$
	ROADWORK					
4	General Excavation		Cu. Yd.	720	4^{00}	$2,880^{00}$
5	Trench Excavation		Cu. Yd.	92	15^{00}	$1,380^{00}$
6	Watering		M-Gal	20	15^{00}	300^{00}
7	Aggregate Base		Ton	710	6^{90}	$4,899^{00}$
8	Class "B" or Class "C" Asphalt Concrete		Ton	1,760	17^{00}	$29,920^{00}$
9	12-inch Sewer Pipe		Lin. Ft.	230	9^{00}	$2,070^{00}$
10	12-inch Welded Steel Pipe		Lin. Ft.	34	12^{00}	408^{00}
11	Installing Pipe Under Railroad		Lump Sum	All	Lump Sum	$2,100^{00}$
12	Concrete Inlets, Type CG-1		Each	2	400^{00}	800^{00}
13	Concrete Inlets, Type G-2MA		Each	2	575^{00}	$1,150^{00}$
14	Concrete Driveways		Sq. Yd.	80	12^{50}	$1,000^{00}$
15	Sidewalk Ramps		Each	4	150^{00}	600^{00}
16	Concrete Curbs		Cu. Yd.	30	85^{00}	2550^{00}
17	Extra for Asphalt Approaches		Each	5	100^{00}	500^{00}
	SIGNALS					
18	Traffic Signal Installation Complete		Lump Sum	All	Lump Sum	$34,610^{00}$

TOTAL

FAUS

Form 81-734-1108

8468

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Section Johnson Creek Blvd. @ Bell Avenue.

Date August 5, 1976

Highway Johnson Creek Blvd.

F.A.P. No. M-0510(1)

County Clackamas

Prefix 303-1982

Account No. ....

Description of Work To Be Done:

Relocate electric transmission pole & guys.

Location by Station Numbers:

Rt. 8+90

Estimate of Quantities and Costs:

Lump Sum $4,534.10

RECEIVED
COUNTY & CITY SECTION
AUG 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Explanation: The realignment of Johnson Cr. Blvd. requires a electric transmission pole & guy wires to be relocated for construction. Authorization to proceed with work by letter 8/3/76 from Mr. Cartwright. Work will be performed by Portland General Electric forces. Payment will be on a lump sum in accordance with paragraph 7h(3) of PPM 30-4.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $..........

Present estimate of project cost, including $4,534.10 for work under this order $..........

Expected under-run / over-run (amount) . . . . . . $..........

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Ted ~~Resident~~ Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approval Recommended: Marvin Croft Regional Engineer

Approved: .... Construction Engineer

Original to Const. 8-10-76

SP*79602-734

8468

ROW 18-4

August 3, 1976

Mr. D. E. Rouchard
Supt. of General Services
Portland General Electric Co.
621 S.W. Alder Street
Portland, OR 97205

Power Pole Relocation
Johnson Cr. Blvd. @ Bell Ave. Sec.
Johnson Creek Blvd.
Clackamas County
Project No. M-0510(1)

Dear Sir:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 5, 1976, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of August 3, 1976.

Reimbursement for the work performed on and subsequent to August 3, 1976 in the amount of $4,534.10, will be made in accordance with Paragraph 7h (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jr

cc: Roger W. Sharp - PGE
Winston W. Kurth
Clack. Co. Engr.

bc: G. L. Green
D. E. Swan w/att.
Robert Church "
Gene Hickam "
E. L. Hardt "
James McNamee "
Ted Inloes w/2 att.

NOTE TO RUE: Please prepare and submit a State Force Order for this work. Project No. M-0510(1) Return one copy of Est. and sketch with SFO.

U. S. DEPARTMENT OF TRANSPORTA N - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATION

8468 7-19-76

		DERAL AID PROJECT NO. M-0510(1)
		STATE PROJECT NO. See below
FROM: G. L. Green Division Administrator	PROGRAM NO.	COUNTY NAME Clackamas
	ITEM NO. M-17	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-14-76	FEDERAL ROUTE NUMBER FAU Route 0510
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Johnson Creek Blvd. at Bell Ave. (Milwaukie) Section."

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Utility adjustment-
Portland General Electric
TEC 4,534.10 - FF 3,545.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 7-6-76, you are authorized to proceed with actual adjustments for Portland General Electric Company's power pole relocation effective 7-14-76 under the provisions of FHPM 1-4-4. Reimbursement on an agreed lump sum basis of $4,534.10 - FF $3,545 is approved.

I approve the Agreement with Portland General Electric Company consisting of their letter of 5-21-76. Your Utility office engineers notice of conflict dated 5-18-76 and the plans and estimate furnished by Mr. Cartwright's 7-6-76 letter.

DATE 7-19-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1972-831-855

8468

7-8-76

RIGHT OF WAY SERVICES AGREEMENT

THIS AGREEMENT, made and entered into, by and between CLACKAMAS COUNTY, hereinafter called "County", and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State";

WITNESSETH

C+A 5708

RECITALS:

1. County proposes to construct the Johnson Creek Blvd. - Bell Avenue Project, which will include the acquisition of real property approximately as shown shaded on the attached Exhibit A. The entire work involved is hereinafter referred to as "Project".

2. Pursuant to ORS 368.805, County has authority to enter into agreements with State in connection with accomplishing the Project.

3. This Right of Way Services Agreement is prepared in compliance with the March 5, 1976 Supplemental Project Agreement, Page 2 under "Things to Be Done by State", Paragraph 2.

4. County is willing and able to finance their pro-rata share of the Right of Way and Relocation cost and all expenses incurred by the Acquisition Program.

5. State has a Right of Way staff capable of performing the real property acquisition phase for the Project.

6. County and State propose to enter into this Agreement for the purpose of employing State to perform services in the acquisition phase and other phases preliminary thereto for the Project according to applicable laws and regulations. County and State hereby pledge complete cooperation with each other in order to accomplish the Project.

8468 7-19-76 8

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

NO. -0510(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: M-17

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 27 '76
REFER TO Julien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 7-14-76

FEDERAL ROUTE NUMBER: FAU Route 0510

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
"Johnson Creek Blvd. at Bell Ave. (Milwaukie) Section."

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment-
Portland General Electric
TEC 4,534.10 - FF 3,545.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 7-6-76, you are authorized to proceed with actual adjustments for Portland General Electric Company's power pole relocation effective 7-14-76 under the provisions of FHPM 1-4-4. Reimbursement on an agreed lump sum basis of $4,534.10 - FF $3,545 is approved.

I approve the Agreement with Portland General Electric Company consisting of their letter of 5-21-76. Your Utility office engineers notice of conflict dated 5-18-76 and the plans and estimate furnished by Mr. Cartwright's 7-6-76 letter.

DATE: 7-19-76

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosmer

TITLE: For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-466

8468

ROW 18-4

July 6, 1976
Salem, OR 97310

Jack M. Cartwright
Utility Office Engineer

G. L. Green
Division Administrator

Federal Highway Administration

Power Pole Relocation
Portland General Electric Co.
Johnson Cr. Blvd. @ Bell Ave. Sec.
Johnson Creek Blvd.
Clackamas County
Project No. M-0510(1)

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric Co's. facilities dated March 5, 1976, and a sketch showing their proposed relocation.

A certification prepared by Jack M. Cartwright as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated May 18, 1976 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued by Clackamas County.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities and has been provided for in the attached estimate.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 are requested. Estimated cost to the State is $4,534.10.

JMC:jr
Enc.

cc: D. E. Swan
Robert Church

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

May 21, 1976

OE RE RME RCE FAE
TE RECEIVED RSM
UE [illegible] RSC
SO REGION I RBI
ENV LOC

Oregon State Highway Division
9200 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Attn: Mr. Ted Inloes

Dear Sir:

In response to your request for additional information pertaining to labor and transportation charges associated with our work order estimate to relocate a transmission pole to clear road right of way in the vicinity of Johnson Creek Blvd. and Bell Ave., the following is submitted.

The figure of $2,019.20 for labor is comprised of the following components:

8.88 avg.

4 4 man line crew: 34.5 hrs @ $35.53/hr for direct labor
1225.79
468.16 - 38.19% and $13.57/hr payroll loading = $1,693.95

8.7 avg.

3 man hole digging crew: 7.5 hrs @ $26.11/hr direct labor
195.83 and $9.97/hr payroll loading = $270.60
74.77 - 38.18%

7.91 avg.

2 man pole truck crew: 2.5 hrs @ $15.82/hr direct labor
39.55 and $6.04/hr payroll loading = $54.65
15.10 38.18%

The figure of $580.63 for the transportation is comprised of the following components:

1 - Articulating beam truck: 34.5 hrs @ $11.75/hr = $405.38
1 - Pickup truck: 34.5 hrs @ $1.25/hr = $43.13
1 - Hole digging truck: 7.5 hrs @ $15.50/hr - $116.25
1 - Derrick truck: 2.5 hrs @ $6.35/hr = $15.87

I hope this additional information will be satisfactory. If you have any further question, please contact me.

Sincerely yours,

D. E. Bouchard

D. E. Bouchard
Superintendent of General Service

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

March 11, 1976

[✓ OE] [✓ RE] RME RCE FAE
TE
[✓ UE]
SO
ENV

RECEIVED
MAR 12 1976
REGION 1

RSM
RSC
RBI
LOC

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTN: Mr. Ted Inloes

Reference is made to your February, 1976 letter on Johnson Creek Boulevard and Bell Avenue. The letter requests information on the relocation of utilities, primarily a P.G.E. pole. The itemized cost estimate and sketch from P.G.E. to relocate the pole is enclosed.

The other request on proof of ownership and description of the parcel has been fowarded to Mr. Ken Rolfe for processing. Until Mr. Rolfe is able to determine the prior rights of P.G.E. and the railroad, we would be unable to complete a proof of ownership form.

If we can provide any additional information to expedite the project please do not hesitate to call.

WINSTON W. KURTH - County Engineer

By Bernard L Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encl.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

March 5, 1976

Mr. Bernie Straight
Clackamas County Public Works Dept.
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Straight:

Enclosed is a copy of our work order estimate to relocate our transmission pole # 658 to clear road right-of-way at your request. Also included is a copy of our work sheet for depreciation calculations which were allowed as a credit against the total job cost.

The breakdown of the charges on this job are as follows:

Material:	$ 2,797.50
Stores expense:	$ 279.75
Labor:	$ 2,019.20
Transportation:	$ 580.63
Overhead and Supervision @ 22.3662% :	$ 1.269.75
	$ 6,946.83
Credit for salvage:	($ 585.95)
Credit for depreciation:	($ 1,826.78)
TOTAL JOB COSTS:	$ 4,534.10

We can begin work as described on this job upon receipt of a "lump sum" billing agreement in the amount of $ 4,534.10 from the State of Oregon.

If you have any questions about the work described or the costs related to this job please contact me.

APPROVED Date 7/6/76
IN COMPLIANCE WITH
ACCOUNTING PROCEDURES
Utility Auditor
Asst. Controller

Sincerely yours,

D. E. Bouchard
Superintendent of General Service

cc: G.R. Willis
encl.

6-40-282 FUNCTION NO. — FOR [illegible] COPY (3937)
: Area C

Clackamas County Road Dept.
S.E. Johnson Creek Blvd & Bell Ave.
E

CONNECTION DATE Sheet 1 of 2
STOREROOM NO. REQUESTED BY Godfrey DISTRICT Portland

EST. LABOR (IN MANHOURS)
INSTALLING
REMOVAL
TRANSF.
TOTAL 165.5

LOC.	FUNCTION	CL	ACCOUNT	STORES CODE NO.	ACTUAL QUANTITY	MATERIAL TO BE INSTALLED	ESTIMATED QUANTITY	ESTIMATED COST	
						TRANSMISSION			
		9	355-5			85' Pole	1	579	40
						Pole tag	1		05
						Hi Line Pole tag	1		05
						# 185-38M Helix Anchor #690	2	327	28
						7/16" Guy wire	500	90	00
						302 Guy hook	6	7	20
						057 curved washer	12	4	08
						685 preform guy loop	30	70	20
						325 guy breakers	12	17	88
						992 servi sleeve	6	1	56
						# 580 ½" U bolt clamp	12	14	16
						1½" crosby clamp	2	5	98
						3/4" x 14" mach. bolt	7	10	64
						3/4" x 12" oval eye bolt	6	13	44
						guy guards	2	10	98
		2	571-2			028 Y-ball clevis	3	29	01
						020 Y-ball clevis	3	13	59
						070 Y-ball extension bolt	6	86	76
						# 231 Horiz. post insulator	1	87	76
						# 450 strain insulator	18	122	40
						330 strain clamp	3	96	21
						795 AAC wire (3 pcs.)	45	20	70
						# 100 (795M) wire clamp	3	1	26
						# 220 tension sleeve	3	25	17
						1-16-925 wire clamp	3	9	42
						DISTRIBUTION			
		9	364			4" x 6" x 10' X-Arm	1	33	48
						8' Double arm unit 20"	1	27	34
						6" x 6" x 10' D.A. unit 36"	1	70	68
						5/8" x 36" space bolt	1	4	44
						1½" x 4' pipe brace	1	6	74
						5/8" x 20" space bolt	1	2	06
						5/8" x 36" eye bolt	2	4	16
						5/8" eye nuts	6	4	32
						45" angle iron brace	2	19	65
						1518.15			

NOTES— Notify Telco to remove underground cable from Hi Line Pole
See separate job to remove distribution pole
CIRCUIT Gresham Sellwood 115 KV
CIRCUIT Bell Kendall 13 KV
CIRCUIT Bell South Gate 13 KV
TRACING NO. CIRCUIT

JOB COST		
MATERIAL	2,797	50
STORES EXP.	279	75
LABOR + Trans.	2,599	83
TOTAL	5,677	08
OVERHEAD	1,269	75
INSURANCE	-	-
TOTAL	6,946	83
LESS SALVAGE	585	95
Total	6,360	88
~~JOB COST~~ Less	1,826	78
~~TOTAL~~	4,534	10

CHECK ITEMS REQUIRED		PERMIT APPLIED FOR	O.K. FOR RECORDS	INITIAL	DATE
CUSTOMER SHUT DOWN		NOTIFIED PPL TO TRANS.	LINE DEPT.		
PORTABLE SUB.		NOTIFIED TELCO TO TRANS.	OFFICE		
EASEMENT REQUIRED		PPL TO TRANS. & REMOVE	POLES		
STAKE HOLES	X	TELCO TO TRANS. & REMOVE	DIST. ENGR.		
TRIM TREES ON THIS JOB		POLES TOPPED			
		POLES REMOVED	BILLING JOB ☐		

ESTIMATED BY D. Jarrett DATE 3-4-76 WORK STARTED BY
APPROVED BY WORK COMPLETED BY DATE

8-40-202

FUNCTION NO. FOR COPY

: Area c

Clackamas Co y Road Dept.
S.E. Johnson Creek Blvd. & Bell Ave.
E

CONNECTION DATE
Sheet 2 of 2
STOREROOM NO.
REQUESTED BY Godfrey
DISTRICT Portland

EST. LABOR (IN MANHOURS)
INSTALLING
REMOVAL
TRANSF.
TOTAL

LOC.	FUNCTION	CL	ACCOUNT	STORES CODE NO.	ACTUAL QUANTITY	MATERIAL TO BE INSTALLED	ESTIMATED QUANTITY	ESTIMATED COST	
		9	364			5/8" x 7" mach. bolt	5	3	45
						5/8" x 16" mach. bolt	2	2	04
						1/2" x 7" mach. bolt	6	1	86
						# 200 sq. washers	12	1	68
						5/8" x 14" mach. bolt	1		88
						5/8" x 5" mach. bolt	4	1	92
						24 M Helix Acnhor # 692	1	36	92
						7/16" Down Guy Unit 40'	1	16	88
						Guy guard	2	10	98
		9	365			# 399 D.E. insulator	18	84	24
		9	364			5/8" x 30" mach. bolt	3	3	78
		9	365			KPF Rigid Mount 600A Switch 025	1	610	04
						Pairs Qucik brk arcing horns	3	-	-
						5/8" slip eye	3	3	84
						336.4 AAC wire 48#	150	30	00
						4/0 AAC wire 4#	15	1	80
						4/0 al auto D.E. sleeve	4	9	96
						336.4 AAC auto D.E. sleeve	3	16	77
						1-54-740 terminal clamp	6	65	22
						355 D.E. clamp	9	30	15
						060 wire clamps	6	17	64
						055 wire clamps	7	29	40
						979.45			

NOTES—

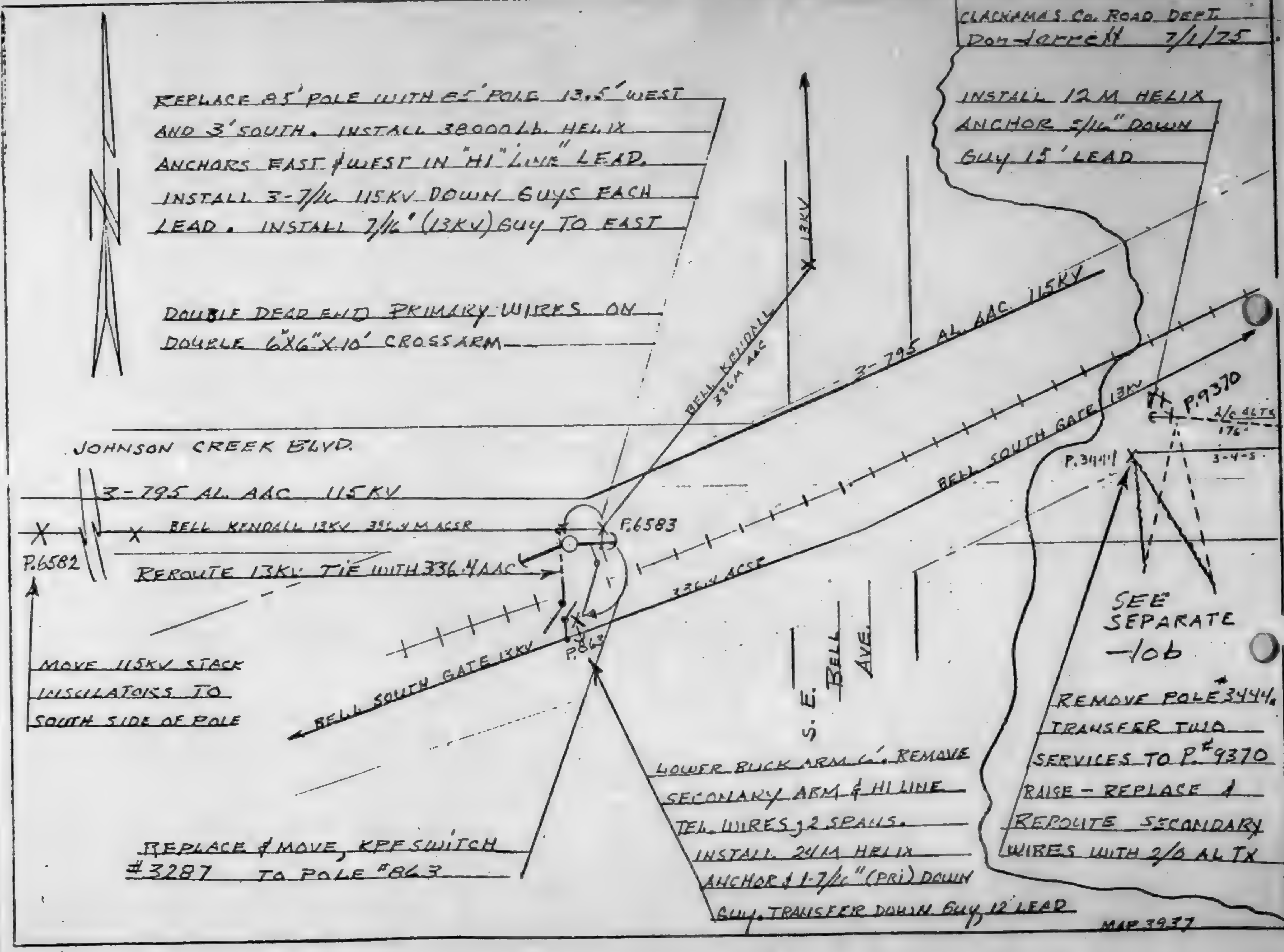
JOB COST
MATERIAL
STORES EXP.
LABOR
TOTAL

TRACING NO.
CIRCUIT

CHECK ITEMS REQUIRED		O.K. FOR RECORDS	INITIAL	DATE
CUSTOMER SHUT DOWN	PERMIT APPLIED FOR	LINE DEPT.		
PORTABLE SUB.	NOTIFIED PPL TO TRANS.	OFFICE		
EASEMENT REQUIRED	NOTIFIED TELCO TO TRANS.	POLES		
STAKE HOLES	PPL TO TRANS. & REMOVE	DIST. ENGR.		
TRIM TREES ON THIS JOB	TELCO TO TRANS. & REMOVE			
	POLES TOPPED			
	POLES REMOVED	BILLING JOB [ ]		

OVERHEAD
INSURANCE
TOTAL
LESS SALVAGE
JOB COST

ESTIMATED BY D. Jarrett DATE 3-4-76
APPROVED BY
WORK STARTED BY DATE
WORK COMPLETED BY DATE



CLACKAMAS Co. ROAD DEPT.
Don Jarrett 7/1/75

REPLACE 85' POLE WITH 85' POLE 13.5' WEST AND 3' SOUTH. INSTALL 38000 Lb. HELIX ANCHORS EAST & WEST IN "HI" LINE" LEAD. INSTALL 3-7/16 115KV DOWN GUYS EACH LEAD. INSTALL 7/16" (13KV) GUY TO EAST

DOUBLE DEAD END PRIMARY WIRES ON DOUBLE 6"X6"X10' CROSSARM

INSTALL 12 M HELIX ANCHOR 5/16" DOWN GUY 15' LEAD

REROUTE 13KV TIE WITH 336.4 AAC

MOVE 115KV STACK INSULATORS TO SOUTH SIDE OF POLE

REPLACE & MOVE, KPF SWITCH #3287 TO POLE #863

LOWER BUCK ARM 6'. REMOVE SECONARY ARM & HI LINE TEL. WIRES, 2 SPANS. INSTALL 24 M HELIX ANCHOR & 1-7/16" (PRI) DOWN GUY. TRANSFER DOWN GUY, 12' LEAD

SEE SEPARATE Job

REMOVE POLE #3441. TRANSFER TWO SERVICES TO P. #9370 RAISE - REPLACE & REROUTE SECONDARY WIRES WITH 2/0 AL TX

MAP 3937

JOHNSON CREEK BLVD.
3-795 AL. AAC 115KV
BELL KENDALL 13KV 336.4 M ACSR
P.6582
P.6583
BELL KENDALL 336 M AAC
13KV
3-795 AL. AAC. 115KV
BELL SOUTH GATE 13KV
336.4 ACSR
P.863
BELL SOUTH GATE 13KV
S. E. BELL AVE.
P.9370
2/c ALTS
176'
P.3441
3-4-S

	TOTAL		Poles 355.5 + 3(24)		Conductors 365		38 Tr nfs.		Services	
Material	2,797	50	1406	16	899	[illegible]	492	[illegible]		
10% Stores	279	75	140	62	[illegible]	91	[illegible]	[illegible]		
Labor [illegible]	2,599	83	1,202	58	807	[illegible]	[illegible]	05		
Sub-Total	5677	08	2,749	36	1,796	27	1,131	45		
(22.3662) 20% Overhead	1,269	75	614	93	401	76	253	[illegible]		
* Sub-Total	6,946	83	3,364	29	2,198	03	1,384	51		
Less Salvage	585	95	488	03	–		97	92		
Sub-Total	6,360	88	2,876	26	2,198	03	1,286	59		
Less Depre.	1,826	78	1,343	21	483	57	–			
Sub-Total	4,534	10	1,533	05	1,714	46	1,286	59		
20% Cont'g *	–		–		–		–			
TOTAL COST	4,534	10	1,533	05	1,714	46	1,286	59		
			(.467)		(.220)		—			

FAUS
Portland

**OREGON STATE
HIGHWAY DIVISION**

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 16, 1976

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Re: ADVANCE DEPOSIT
Right of Way Acquisition
Johnson Creek Blvd. at Bell
Drive Project
Prefix: 303-1982

Dear Mr. Kurth:

It was Clackamas County's wish that right of way for the Johnson Creek Blvd. at Bell Drive signal project be acquired with federal participation. As set forth in the agreement, the County will submit an advance deposit in the amount of the County's matching share of acquisition cost. The County's share is estimated to be $1,650, and if you will submit the County's check in that amount, we can continue toward acquisition of the required right of way.

Please submit the County's check to this office.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms

bc: Gary Zehner ← THIS COPY
Ken Rolfe

PROJECT MANAGEMENT
APR 19 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me
Form 81-734-3122

RECEIVED
COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

8468

9

March 5, 1976

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5127A

Gentlemen:

Attached for your records is a fully executed copy of a supplemental urban system project agreement concerning improvement of the Johnson Creek Boulevard and Bell Avenue intersection.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8468

2-26-76

8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0510(1)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-17

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO Rulien
FOR
Info | Invest | R/O | C/R | Sgn | Act

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/19/76

FEDERAL ROUTE NUMBER: FAU Route 0510

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"Johnson Creek Blvd. at Bell Avenue (Milwaukie) Section"

GENERAL DESCRIPTION OF WORK:

Program change and acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change adding acquisition of right of way to character of proposed work.

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandums of 10/21/74 1/8/75, 7/16/75, and 2/19/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/13/76 letter I approve the program change and you are now authorized to proceed with the acquisition of right of way as authorized on exhibit map #1 at a total estimated cost of $15,000, Federal funds $11,700.

DATE: 2/26/76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1/ If revision includes transfer from one class of project to another, or covers joint financing

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-69

Taus
Milwaukie

PRO 6-2

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 13, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program Change
Johnson Creek Blvd. at Bell Ave. (Milwaukie) Section
Project No. M-0510(1)

We hereby request your approval of a program change on the subject project to include in the charactor of proposed work acquisition of right-of-way and construction as indicated on the attached PR-9 forms.

We further request, concurrent with approval of the program change, authorization to proceed with the actual acquisition of the right-of-way which consists of acquiring temporary and permanent easements from Portland Traction Company. The easements to be acquired are as outlined in red on the enclosed sketch maps and as no improvements are involved no relocation assistance is required. The estimated cost of the right-of-way is $15,000 with an obligation of $11,700 in federal funds.

CL:vld
cc: E. L. Hardt (Region 1)
J. R. Oakes
F. C. Lowe

Enclosure

Vern

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COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Form 81-734-3123

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FEB 17 1976
☐ ENGR. ☐ CONSTR. ☐ UE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

B[illegible]get Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CTION NO.

TO W.O.

FORM PR-
(RE

BER (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Johnson Cr. Blvd. at Bell Avenue 65	ADT	3,700** 6,600*	FUTURE (66) 5,900 10,600 (70)	YEAR (71) 94 (72)	REGION (74) 10 (75)	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN. CODE 4 W36 6	ITEM NO. (14) 17 (15)

OF PROPOSED WORK (35 spaces) OW, Gr., Dr., H.T. Pave, 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER-AGR. NO. 7 0510 (1) 13	I PROJECTS ONLY POST MI. (24) (26)	DESIG. 27

EDERAL FUNDS 1 Urban System	COUNTY NAME Clackamas Co.	CODE 14 005 16

BAN AREA Portland	F.A. SYSTEM Urban System	RTE NO. U	FEDERAL AID 0510 (32)	STATE Co. Rd. (36)	U.S. (37) -- (41)

PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
1	42	43 - 46	53					(54) (56)	(59) (66)	(67) (76)		
		PE Topics ROW CONST		ITEM AS NOW PROGRAMED Stage 2	17	M-0510 (1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	9,000	7,030	985 985(Co.)	P.E. all phases including P.E. by R.R. forces.
							PROJECT TOTAL	0.0	9,000	7,030	1,970	
		PE Topics ROW Topics CONST Topics		REQUESTED REVISION Stage 2	17	M-0510 (1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue "Johnson Cr. Blvd. at Bell Ave. (Milwaukie) Section"	0.0 0.0 0.0	9,000 15,000 (16) 115,000 (23)	7,030 11,700 (24) 89,900 (33)	985 985(Co.) 1,650 1,650(Co.) 12,550 12,550(Co.)	P.E. all phases including P.E. by Utility & R.R. forces; ROW acq., all phases; Gr Dr. H.T. pave. Traffic signal, R.R. protective service, R.R. and utility adjustment req.
							PROJECT TOTAL	0.0	139,000	108,630	30,370	

or PR-9 has been submitted Yes ☐
st 7 days.
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

plitting into two or more projects. Prepare a form PR-1 for all
cts resulting from such action.

REASON FOR CHANGE:
**ADT Bell Ave.
* ADT Johnson Cr. Blvd.

To include in the program right-of-way acquisition and construction.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
APPROVAL: 21, 1974	DATE February 13, 1976	DATE	DATE
8, 1975 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

B[illegible]get Bureau No. 41-R2068; Approval

U.S. DEPAR
BUREA

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COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ CARR. ☐ UE ☐ AE ■ RE
☐ UPE ☐ SE ☐ BE ☐ UPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Johnson Cr. Blvd. at Bell Avenue 65	ADT	3,700** 6,600*	FUTURE 5,900 10,600 (66) (70)	YEAR 94 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STAT CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E., ROW, Gr., Dr., H.T. Pave, Signal 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 M- 23	NUMBER-AGR. NO. 0510 (1) 7	

CARD 4	CLASS OF FEDERAL FUNDS [1] Urban System		COUNTY NAME Clackamas Co.			
	NAME OF URBAN AREA 17-31 Portland	F.A. SYSTEM Urban System	RTE NO. U	FEDERAL AID 0510	(32)	STATE Co. Rd. (36)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHA PROP
1	(1 to 40)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE Topics ROW CONST		ITEM AS NOW PROGRAMED Stage 2	17	M-0510 (1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	9,000	7,030	985 985(Co.)	P.E. all pha P.E. by R.
										PROJECT TOTAL	0.0	9,000	7,030	1,970	
5					PE Topics		REQUESTED REVISION Stage 2	17	M-0510 (1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	9,000	7,030	985 985(Co.)	P.E. all ph P.E. by U
					ROW Topics						0.0	15,000	11,700	1,650 1,650(Co.)	forces; R phases; G
					CONST Topics					"Johnson Cr. Blvd. at Bell Ave. (Milwaukie) Section"	0.0	115,000 (16) (23)	89,900 (24) (31)	12,550 12,550(Co.)	Traffic s tective s utility a
										PROJECT TOTAL	0.0	139,000	108,630	30,370	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: **ADT Bell Ave. * ADT Johnson Cr. Blvd. To include in the program right-of-way acquisition and construction.
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE OF INITIAL APPROVAL: October 21, 1974	DATE February 13, 1976	DATE	DATE
OTHER: January 8, 1975 July 16, 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

JOHNSON CREEK BLVD. AT BELL AVENUE SECTION
Project No. M-0510(1)

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including P.E. by Utility & R.R. forces.
(2) Right-of-way acquisition all phases as required to acquire easements from Portland Traction Company which will not involve relocation.
(3) Construction of intersection channelization which consists of grade, drain, high-type pavement necessary to widen Johnson Creek Blvd. to a four-lane curbed roadway and widening of Bell Avenue to provide for two travel lanes with a left turn lane, and traffic signal installation with pre-emption for train movements. Railroad protective service and adjustment of railroad facilities required including Utility Adjustments as follows:

Portland General Electric Co. - - - - - -	$ 5,000
Portland Traction Company - - - - - - - -	$16,000

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 6, 1975.

Data for PR-37

Channelization Y008 - - - - - - - - - - - - - -	$ 85,000
Traffic Signal Y031 - - - - - - - - - - - - - -	$ 30,000
	$115,000

Jane
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
January 29, 1976

FILE: LOC 17

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: AMENDED AGREEMENT
Right of Way Responsibility
Johnson Creek Blvd. at
Bell Avenue Project
Clackamas County
Prefix: 303-1982

In recent telephone conversations we have discussed the right of way problem which has turned up on the subject project, and you asked that Clackamas County advise us by letter of its wishes.

The attached letter with maps from Clackamas County requests that the Highway Division amend the agreement to provide for Highway Division acquisition of the required property.

Sent 1/29/76 rel.

2/3/76
Maps to John Oakes
rel

RECEIVED
COUNTY & CITY SECTION
JAN 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

JR/lms
Attachment
cc: Jim McNamee

Unrein
H

fans

ORD.	[illegible]	DATE	INT.
	or		

January 22, 1976

Mr. Ed Hardt
Region I Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTN: Mr. Jon Rose

Reference is made to the Federal Aid Urban project at Johnson Creek Boulevard and Bell Avenue on which there are several right-of-way discrepancies.

Mr. Jim Chidsey, Oregon State Highway Division, has brought to our attention that several discrepancies exist and must be obtained from the Portland Traction Company. Mr. Ferguson of the Southern Pacific Transportation Company, by correspondence, has indicated that a portion of these required easements were sold to the Portland General Electric Company. The power pole on the southeast corner that must be relocated is within that parcel. Portland General Electric has notified us that they are willing to relocate the utility, but the estimated cost would be $4,331.34. (See attached prints and correspondence)

Mr. Ken Rolfe, Oregon State Highway Division, was contacted to determine a method and estimate a cost for obtaining the easements. Mr. Rolfe indicated that an estimate for these easements would be near $7,000.00 and that they would be willing to proceed and acquire the easements if we concurred. ✓

When the original agreements were written between the Oregon State Highway Department and Clackamas County the only right-of-way needed was located on the northeast corner. Clackamas County indicated that we would purchase the parcel with our funds and then proceeded to acquire the necessary right-of-way.

Therefore, when these additional rights-of-way and utility problems have been determined and are eligible for Federal Funds, we respectfully request that the agreements be amended so that they include the additional funding for obtaining the right of way easements and for relocation of the Portland General Electric power pole. ✓

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COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

We also request that Mr. Rolfe of the Oregon State Highway Department proceed to acquire the necessary easements for the right-of-way.

If further information is necessary, please do not hesitate to call.

WINSTON W. KURTH - County Engineer

By

BERNARD L. STRAIGHT - Traffic Engineer

/rn

cc Co-Cty Unit 1-23-76

1/28/76
Copies to: D.E. Swan
John Oakes
Jim Chidsey

NOTE: Supplemental Agreement for F.A. participation in R/W is being prepared. (Will require R/W Adendum Agree.)

FAUS
Clack Co

MEMORANDUM TO THE FILES

DATE: January 20, 1976

DN. Harwell

FROM: D. N. Harwell
County-City Engineer

RE: Bell Avenue-Johnson Creek Blvd.
FAUS Project
Clackamas County

This project was originally requested by the county to be undertaken basically as a county project with engineering, right-of-way acquisition, etc., to be done at county's discretion. Later, Mr. Bernard Straight, County Traffic Engineer, asked Dick Unrein of the County-City Unit about the possibility of modifying an agreement requesting the State Highway Division to acquire said Rights-of-way adjacent to the project, or maybe we should say those parcels needed for construction of subject project. A letter of January 22 has been received from Clackamas County making this request. At the moment we already have in our possession a revised draft ready to submit to the county in line with their written request. This right-of-way acquisition is to be handled by Mr. Ken Rolfe, Region 1 Right-of-Way Engineer, by and through the Region 1 Engineer, Mr. Ed Hardt.

Supplemental Agreement sent 1-29-76 pd. →

The project will most likely be deferred to a later contract date.

DNH:sch

cc: J. H. Versteeg
J. B. Boyd
E. L. Hardt
Ben Gifford

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

8468 Milwaukie - City

January 9, 1976

Memo to Versteeg

Lyle Watson

Johnson Cr. Blvd. at Bell Ave.
FAU 5007
Clackamas County

County - City/have received a verbal request from the County to apply for Federal Aid funding in obtaining the right-of-way. John Rose informed this date that County is to make this request in writing. When request is made by the County, the project will probably be delayed until a June letting. ~~to~~ because of delays caused by funding and right-of-way acquisition. At this time, Jim Chidsey is not involved in the railroad acquisition as this was to be done by the County.

1 Versteeg ✓
Olson
2 Terpin T
Scott
3 Swanson
Anderson
Tr

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JAN 9 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FAUS
Portland

RM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
~~May 6,~~ 1975
10-2

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Johnson Creek Blvd. at Bell Ave. Sec.
County Road
Clackamas County

TO: J. E. Chidsey
Railroad & Utilities Engineer

Attached you will find one description in sextuplet covering easements for Right of Way to be acquired in connection with Johnson Creek Blvd. at Bell Ave. Section of the County Road in Clackamas County.

Please let us know if an appraisal is needed.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of April 30, 1975.

Maps covering this area have already been sent to you.

File No.	Name	Area			
48562	Portland Traction Company	Parcel 1	0.13 ac	ease
		2	0.03 ac	ease

AC:jf
Enc. 1 description, etc.

cc: Ed Hardt
Milner Mead-Auth.List
Frank Lowe-letter
Title
Fred Jeter
Armand Riveness-Exhibit
Jim Dixon
D. Harwell, Co.&City

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
JUL 16 1975
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Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-?
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CTION NO.

TO W.O.

MBER (20)

PROJECT LOCATION (45 typewriter spaces): Co. Rd. Johnson Cr. Blvd. at Bell Avenue (21–65)

ADT	3,700** 6,600*	FUTURE 5,900 10,600 (66–70)	YEAR 94 (71–72)	REGION 10 (74–75)	STATE NAME Oregon	STATE CODE 41 (2–3)	APPN. CODE W36 (4–8)	ITEM NO. 17 (14–18)

R OF PROPOSED WORK (35 spaces): iminary Engineer (62)

NATL. FOREST (63–65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66–68) · SURV AGCY (69) · DA CLASSIF. (70) · DA AREA (71) · EMERG. YR. (72–73) · PL AUTH YR (74–75)

PROJECT NUMBER: PREFIX LETTER(S) M- (14–23) · NUMBER-AGR. NO. 0510(1) (7–13)

I PROJECTS ONLY: POST MI. MI. (24–26) · DESIG. (27)

EDERAL FUNDS [1]: Urban System

COUNTY NAME: Clackamas

CODE: 005 (10)

RBAN AREA: Portland

F.A. SYSTEM: Urban System

RTE NO.: U · FEDERAL AID: 0510 · STATE: Co. Rd. (32–36) · U.S.: -- (37–41)

PROJECT COUNT (41)	WORK CL. (42)	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54–58)	PROJECT COST TOTAL COST (59–66)	PROJECT COST FEDERAL FUNDS (67–76)	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
		PE Topics ROW CONST		ITEM AS NOW PROGRAMED Stage 2	17	M-5007(1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	5,000	3,900	550(Co.) 550	P.E. all phases including P.E. by R.R. forces.
							PROJECT TOTAL	0.0	5,000	3,900	1,100	
		PE Topics ROW CONST		REQUESTED REVISION Stage 2	17	M-0510(1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	9,000 (16–23)	7,030 (24–33)	985(Co.) 985	P.E. all phases including P.E. by R.R. forces
							PROJECT TOTAL	0.0	9,000	7,030	1,970	

-1 or PR-9 has been submitted last 7 days. Yes ☐ CODE 11 ⟶

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
**ADT Bell Ave.
* ADT Johnson Ave.

To change the project number and federal aid route number to correspond with the present approved urban system route and increase project costs to reflect the present estimated cost.

splitting into two or more projects. Prepare a form PR-1 for all ects resulting from such action.

APPROVAL:
r 21, 1974

y 8, 1975

PROGRAM REVISION REQUESTED		RECOMMENDED		APPROVED	
DATE	July 15, 1975	DATE		DATE	July 16, 1975
SIGNATURE		SIGNATURE		SIGNATURE	s/ CRBurghardt
	PROJECT MANAGEMENT ENGINEER	TITLE		TITLE	

es transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

NS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48060-P61

RECEIVED
COUNTY & CITY SECTION
JUL 16 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-? (REV. 4-61)

Budget Bureau No. 41-R2068; Approval E

U.S. DEPART
BUREA

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE
2		Co. Rd. Johnson Cr. Blvd. at Bell Avenue	ADT	3,700** 6,600*	5,900 10,600	94	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3	Preliminary Engineer								M-	0510(1)

FOR MISCELLANEOUS FUNDS ONLY · PROJECT NUMBER

CARD 4
CLASS OF FEDERAL FUNDS [1]: Urban System
COUNTY NAME: Clackamas
NAME OF URBAN AREA (17-31): Portland
F.A. SYSTEM: Urban System
RTE NO.: U
FEDERAL AID: 0510
STATE (32): Co. Rd. (36)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARA… PROPOS…
5	1 (14)(15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE Topics ROW CONST		ITEM AS NOW PROGRAMED Stage 2	17	M-5007(1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	5,000	3,900	550(Co.) 550	P.E. all pha P.E. by R.R
										PROJECT TOTAL	0.0	5,000	3,900	1,100	
5					PE Topics ROW CONST		REQUESTED REVISION Stage 2	17	M-0510(1)	Co. Rd. Johnson Cr. Blvd. at Bell Avenue	0.0	9,000	7,030	985(Co.) 985	P.E. all pha P.E. by R.R
										PROJECT TOTAL	0.0	9,000 (18) (23)	7,030 (24) (33)	1,970	

7-16-75

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ⟶ CODE 11	CODE 2	

REASON FOR CHANGE:
**ADT Bell Ave.
* ADT Johnson Ave.

To change the project number and federal aid route number to c
with the present approved urban system route and increase proj
to reflect the present estimated cost.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: October 21, 1974

OTHER: January 8, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 15, 1975	DATE	DATE July 16, 1975
SIGNATURE	SIGNATURE	SIGNATURE /s/ C R Baughan
PROJECT MANAGEMENT ENGINEER	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Unrein FAU

Oregon State Highway Division
Salem, Oregon, July 15, 1975

Federal-aid Project
No. M-0510(1)

JOHNSON CREEK BLVD. @ BELL AVENUE SECTION
FAUS 0510 IN CLACKAMAS COUNTY

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineer.

Preliminary Engineering	All Required	$ 9,000,00
	Total	$ 9,000,00

Length of Project - - - - - - - - - 0.00 Miles

Federal Funds -	$ 7,030.00
State Funds -	985.00
County Funds -	985.00
Total	$ 9,000.00

Group 1 - 100%

Prefix: 303-1982

Unrein
#

RECEIVED
COUNTY & CITY SECTION
JUL 16 1975
☑ ENGR. ☐ COOR. ☐ JE ☑ RE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

8468

7-10-75

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0510(-)

Project Name Johnson Creek Boulevard at Bell Avenue

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 10th day of July, 1975.

County of Clackamas

Thomas D. Telford
~~County Judge~~/Chairman

Commissioner

Stan Skoko
Commissioner

7-25-75
Copies to: J.R. Oakes
Buz Swan
C.G. Swenson
E.L. Hardt

RECEIVED
COUNTY & CITY SECTION
JUL 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ CE UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

R/W File No.
6/23/75

8468

Salem, Oregon
April 30, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48562 - Portland Traction Co.
Johnson Creek Blvd. at Bell
Ave. Section
County Road
Clackamas County

Attached is a 2 parcel description covering easements required from the Portland Traction Company for the subject project, which is scheduled for the 3rd quarter of 1975.

Prints of encroachment Map 9B-13-2A will be sent to Mr. Chidsey by Carl Grewe.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8468

fan

Salem, Oregon

April 28, 1975

Mr. John R. Oakes
Assistant Right-of-Way Supervisor
BUILDING

Richard Unrein
Urban Engineer
County-City Unit

Johnson Creek Boulevard
at Bell Avenue, FAU 0510
Right-of-Way Acquisition

On October 21, 1974, FHWA approved the preliminary engineering program for the subject project and also concurred that the timesaving procedures enumerated in Volume 6, Chapter 8, Section 2 of the Federal-Aid Program Manual applies to this project. The forgoing was based upon constructing the project within the existing right-of-way.

The subsequent field survey revealed that a small amount of additional right-of-way is required. The Environmental Section has reevaluated the environmental impact as a result of the right-of-way requirements and determined that this action would not constitute a major action and involves insignificant right-of-way acquisition. Therefore the timesaving procedures remain applicable.

Please advise Clackamas County that they may proceed to acquire the necessary right-of-way in the normal fashion.

RU:ser

cc: L. W. Rulien
G. A. Potter
E. L. Hardt
James Chidsey

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

8468 FAU

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 48517-A

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 7, 1975

FROM: Adele L. Egan
Right of Way Office Manager

TO: Wilbur Schick
Department of Public Works

SUBJECT: Johnson Creek Blvd. at
Bell Avenue Section
County Road
Clackamas County

Attached you will find two original Exhibits A's in sextuplet covering right of way to be acquired in connection with Johnson Creek Blvd., at Bell Avenue Section, County Road, in Clackamas County. This contract is scheduled on June 19, 1975.

Do not appraise or negotiate until notified by John Oakes as this project is not now cleared for right of way purchase.

Please select the appropriate clauses from the enclosed County Option Forms.

Enclosed for your information are copies of the Authorization List and Mr. Scotts letter of March 3, 1975.

We are attaching three prints of a sketch covering this area and bearing our date of March 5, 1975.

File	Name	Area
48517-A	Vannoy, Ronald R. & Dorothy	Parcel 1 0.08 acres 2 0.03 acres-easement
48517-B	McCann, John D. & Nellie	3. 0.04 acres

sh
encl.

cc: Mr. Hardt-2 prints
Milner Mead-1 print & Auth. list
Frank Lowe, letter
Title-1 print
Fred Jeter
Armand Riveness-Exhibit
Jim Dixion
Ken Rolfle-letter & Sketch
D. Harwell-letter

Hopkins
Harwell ✓
Holmes
Prange
Unrein

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8468

fau

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

2-28-75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Johnson Creek Boulevard
at Bell Avenue

Project Federal Aid Number: M-5007(1)

Applicant: Clackamas County

Contact: John C. McIntyre

Federal Aid Funds: FAS ___ FAUS XX Other ___

Date Project Approved by Trans. Comm.: 8/29/74

State to: X Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Original project application indicated no additional right-of-way required, however subsequent field survey and design reveals that additional right-of-way is required.

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

2/28/75
Date

GEZ:scr

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

2/18/75

Salem, Oregon
February 21, 1975

TO: Mr. Victor D. Wolfe
Location Engineer

RE: Johnson Creek Boulevard at
Bell Avenue, FAU 5007
Clackamas County

FROM: Richard Unrein
Urban Engineer
County-City Unit

The survey data for the subject project has been reviewed and found to be consistent with the project as requested from Clackamas County and approved by the Transportation Commission.

RU:scr

Project will require R/W & easements
Also, possible P.U.C. approval. -Which
may delay bid letting.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Quantity Summary and Cost Estimate
Johnson Creek Blvd at Bell Ave.
FAU 5007 Clackamas County
James W. McNamee, Res. Engr.

Item #	Item	Unit	Quantity	Unit Price	Amount
1	Temporary Protection & Direction of Traffic.	All	All	2,500.00	2,500.00
2	Temporary Signs.	Sq.Ft.	75	10.00	750.00
3	Flagman.	Hours	500	14.00	7,000.00
4	Clearing and Grubbing.	All	All	500.00	500.00
5	Removal of Structures and Obstructions.	All	All	1,000.00	1,000.00
6.	General Excavation.	Cu.Yd.	400	6.00	2,400.00
7.	Trench Excavation.	Cu.Yd.	90	12.00	1,080.00
8.	Watering.	M-Gal.	12	7.00	84.00
9	Coarse Aggregate Base.	Cu.Yd.	260	8.50	2,210.00
10	Class "C" Asphaltic Concrete.	Ton	1800	20.00	36,000.00
11	12" Cast Iron Pipe.	Lin.Ft.	22	15.00	330.00
12	12" Storm Sewer Pipe.	Lin.Ft.	235	10.00	2,350.00
13	Extra For Pipe Under Pavement.	Lin.Ft.	23	15.00	345.00
14	Concrete Inlet - Type D	Only	1	400.00	400.00
15	Concrete Inlet - Type G-1	Only	2	400.00	800.00
16	Concrete Driveways.	Sq.Yd.	33	10.00	330.00
17	Concrete Curbs - Type "C"	Lin.Ft.	650	4.50	2,925.00
18	Setting Mail Box Posts.	Only	8	50.00	400.00
19	Traffic Signal Installation.	All	All	34,000.00	34,000.00
	CONTRACT AMOUNT				95,404.00
	ADDITIONAL ANTICIPATED ITEMS				
	Railroad Inspection				4,000.00
	Permanent Striping				600.00
	Permanent Signs				600.00 5200
	SUBTOTAL				[redacted] 100,604.00

Form 81-734-3040

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Quantity Summary and Cost Estimate (continued)
Johnson Creek Blvd at Bell Ave.
FAU 5007 Clackamas County
James W. McNamee, Res. Engr.

CONTINGENCIES (4½%)	4,527.18
CONSTRUCTION ENGINEERING (10%)	10,060.40
TOTAL	115,191.58

Quantity Summary and Cost Summary Attachment.

Johnson Creek Blvd at Bell Ave
FAU 5007 Clackamas County

Item 5. Removal of Structures and Obstructions.

The existing Asphaltic Concrete Railroad Crossing is in poor shape and should be removed. This removal work should be covered under this item.

Item 6. General Excavation.

This will consist of old surfacing materials and the contractor should be made aware of this. Construction of random fill with the above excavated materials will be satisfactory providing that enough dirt is obtained to properly cover. Contractor may have to subexcavate in random fill area to obtain the dirt materials. No seperate or extra pay is anticipated for this work.

Item 7. Trench Excavation.

The proposed culvert between the roadway and the river (Tax Lot 3700) is within a lawn area. Contractor should salvage and replace sod as part of the work.

Item 9. Coarse Aggregate Base.

Compaction requirements should be by 10 Ton roller and commercial rock approved by Engineer prior to hauling to project. Rock should be acceptable.

Item 10. Class "C" Asphaltic Concrete.

No separate item for Liquid Asphalt in mix. Commercial mix within our broad limits should suffice. Compaction by 10 Ton roller.

Item 11. Cast Iron Pipe.

Water line pipe should suffice. This pipe will be installed under the rail and between existing ties.

Item 14 through 17. Concrete.

Structural concrete should suffice.

Item 18. Mail Box Posts.

Contractor should furnish new mail box posts.

Item 19. Traffic Signal Installation.

Two (2) phase with Railroad pre-emption devices.

Location Engineers Report

Johnson Creek Blvd at Bell Ave.
FAU 5007 Clackamas County
Prefix 303-1982
J.W. McNamee, Resident Engr.

Purpose of Survey

Prepare plans, estimate, and specifications for channelizing the intersection and traffic signals preempted for train movements at the intersection of Johnson Creek Blvd at Bell Ave.

Typical Section

The typical section for Johnson Creek Blvd is 48 feet curb to curb, this provides four 12' lanes at the Railroad crossing.

It is anticipated that left turn refuge channelization will be provided at the Bell Ave intersection. The connecting road, Bell Ave, is 36' curb to curb.

The surfacing depths are proposed at 4" Coarse Crushed Aggregate Base, 8" Bit Base, and 4" Asphaltic Concrete.

Right-of-Way

The existing right-of-way is sufficient on the Westerly side of Bell Ave and along the Southerly side of Johnson Creek Blvd except for a 10' drainage easement along the East side of Tax Lot No. 3700.

Additional right-of-way width, a construction easement, and Railroad encroachment is needed along the North side of Johnson Creek Blvd.

Clackamas County will obtain the required right-of-way and has made contact with property owners. We understand that the property owners have waived their right for hearing.

Drainage.

The existing drainage system appears to be satisfactory Westerly of Bell Ave. Inlets and outfall storm sewer pipe is proposed on Johnson Creek Blvd Sta 12+00 to drain the roadway and standing water between roadway and Railroad embankments.

During the 1964 flood water inundated Johnson Creek Blvd to Elev. 159.0. The existing wetted area using elevation 159.0 is 348 Sq.ft., this area will be reduced to 226 Sq.ft with our new proposed construction and would require a high-water elevation of 159.5 to equal the existing wetted area.

It appears that no serious damage would be done to adjacent property owners if the water did raise another 0.5 feet. Surface flow on Johnson Creek is 5 fps during normal flow.

Railroad Crossing

Railroad grade crossing for Asphaltic Concrete surfacing Type 1 is estimated. However the literature for the Goodyear Rubber Railroad Crossing Pads are enclosed with the estimate. The cost of the rubber pads is about 3 times greater than the type 1 Asphaltic Concrete. Clackamas County would prefer the rubber pads if money permits.

The existing crossing should be removed and replaced. Removal of existing asphalt should be covered under the removal of Structures and Obstruction Item.

The Railroad switch for the spur line will be within the roadway and will require adjustment in elevation. The lid is missing from this box but Mr. Fred Schlaf, Engineer for the Portland Traction Company Railroad said the railroad usually provides the lids.

Provisions for Traffic During Construction.

The existing roadway pavement should remain in place to provide travelling surface. We propose to overlay the existing pavement under traffic except for area between Stations 9+25 and 10+40. This overlaying would have to be leveled up at the end of each shift. Traffic would travel through work area one-way during this operation. Normal construction signs and flagmen should suffice for traffic handling.

Staging of traffic would be required while the existing pavement is removed and replaced between station 9+25 and 10+40.

Material Source.

It is anticipated that commercial sources will be used for surfacing materials.

Utilities.

--Clackamas Water District.--

A 8" main along the Westerly side of Bell Ave.

A 1½" line along the Northerly side of Johnson Creek Blvd westerly of Bell Ave.

A 6" main crosses Bell Ave Sta 10+13 and continues Easterly along the South side of Johnson Creek Blvd to Sta 10+90 where it reduces to 1½ inch line and continues Easterly.

Meters in vicinity of driveways will require adjustment.

--Northwest Natural Gas--

A 10" main along Easterly side of Bell Ave between the structure over Johnson Creek and Sta 9+53. At Sta 9+53 this line crosses Bell Ave and goes Northerly along the West side of Bell Ave.

2" and 6" lines run along the North side of Johnson Creek Westerly of Bell Avenue.

A 2" line runs along Westerly side of Bell Ave between the structure over Johnson Creek and Sta 9+00.

A 1" service line crosses Bell Ave at Sta 10+16 and continues Easterly along the South side of Johnson Creek Blvd to Sta 10+52. Here the line crosses Johnson Creek Blvd and runs Easterly along the North side of Johnson Creek Blvd.

The Gas Company plans to install a new line Easterly of Bell Ave during construction.

Valve covers within the paving area will require adjustment.

--Pacific Northwest Bell.--

Telephone Company has a manhole located 16' right of Bell Ave Sta 9+68. Underground telephone lines run out of this manhole in five directions.

(1). Westerly along North side of Johnson Creek Blvd and crossing Johnson Creek Blvd Sta 8+80 to pole #6583 located 22' right of Sta 8+85.

(2). Southerly along West side of Bell Ave.
(3). Northerly along West side of Bell Ave.
(4). Northeasterly across Bell Ave and North along the East side of Bell Ave.
(5). Easterly across Bell Ave and along the North side of Johnson Creek Blvd.

Buried telephone cable, telephone risers and manhole will require adjustment or relocation.

-- Portland General Electric.--

Aerial lines cross Johnson Creek Blvd and Bell Ave in vicinity of intersection. Two lines along Southerly side of Railroad and one along Northerly side.

An aerial line beginning at Sta 11+37 on North side of Johnson Creek Blvd and going Easterly along Johnson Creek Blvd.

An aerial line beginning at Sta 8+00 on South side of Johnson Creek Blvd and going Westerly along Johnson Creek Blvd.

Two poles and two guy wires will require relocation. Also a line just South of Railroad may require raising

Res. Engr.

8468

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
February 14, 1975
Salem, Oregon 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Johnson Creek Blvd.
at Bell Avenue

TO: L. W. Rulien
Project Management Engineer

This project has been reevaluated for environmental impact as a result of changes in project right-of-way requirements. The project environmental assessment originally documented that no new right-of-way would be required. However, it has been determined that an additional 3,300 square feet (0.076 acres) will be necessary to implement the project.

In evaluating this change in right-of-way, it has been determined that there would be no adverse impact to the quality of the human environment and that this action would not constitute a major action.

GAP:GR:sz

Attachment

cc: Ed Hardt
Craig Markham
Dick Unrein

RECEIVED
COUNTY & CITY SECTION
MAR 13 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Chris — Ma-twie

4/25/75
Reviewed with
Geo Ramjoue, Swan,
Gaither, and Bob Enen.

RECEIVED
FEB 20 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

fan

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 10, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: Signalization
Bell Avenue @
Johnson Creek Blvd.
FAUS 5007
Prefix 303-1982

This memo is written to document the change in the Environmental Assessment on the subject project. The original project assessment indicated there would be no additional right-of-way taken. During the location work we have determined that the right-of-way on Johnson Creek Blvd., east of Bell Avenue is only 40 feet wide. The center line of this right-of-way is off-set to the south. We will, therefore, require 20 feet additional right-of-way on the north side of Johnson Creek Blvd. to provide proper alignment of Johnson Creek Blvd. through this intersection.

The piece of right-of-way to be acquired is 20 feet deep, with sides 185 feet and 145 feet paralleling Johnson Creek Blvd. The total area is 3,300 square feet. In addition to this right-of-way, the modification of the PUC permit for this crossing will be required to establish the use of railroad right-of-way immediately adjacent to this property. We will also be negotiating a 10 foot easement, 170 feet long, on the south side of the right-of-way for drainage purposes. Under the contract, a 12 inch pipe will be installed through this easement. No other right-of-way requirements are anticipated at this time.

Present design on this project requires raising the grade of the existing highway for better visibility of cars approaching the railroad crossing. Raising the profile in this manner will effect the flood plain of Johnson Creek Blvd. Based on the data we have available, the 1964 flood waters flowed through a wetted area of 348 square feet, based on existing profile. This should be considered minimum estimate since the county may have hatched or modified the grade in the past 10 years. Under the new profile, the wetted area, using the elevation of the 1964 flood waters, would be 226 square feet. To accomodate the 1964 flood, after completion of this project, the water level could rise approximately six inches.

DRA/b
cc: L. W. Rulien
Gary Potter
Victor D. Wolfe
L. E. George
Jim McNamee

Hopkins
Harwell ✓
Holmes ✓
Prenge
[✓ Unrein]

RECEIVED
FEB 13 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

FEB 11 1975

REMARKS:

jau

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3143

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Hopkins	RECEIVED	Requires Reply	☐
Harwell		Requires Approval	☐
Holmes ✓	FEB 13 1975	Receiver Keep	☐
Prange		Do not File	☐
Unrein 2	COUNTY	Return To	
	CITY	Bring Up / /	
	UNIT	Other	

Mr. John C. McIntyre, Director
Department of Public Works
902 Abernethy Road
Oregon City, OR 97045

Re: FAUS Project
Johnson Creek Blvd. @ Bell Avenue
Right-of-Way Authorization

Your letter of January 22, 1975 addressed to Mr. Richard Unrein requested authority to proceed with acquisition of right-of-way for the subject project. We cannot grant this authority until FHWA has given location/design approval for the project.

Hearing has been waived by property owner.

We will request FHWA location/design approval and waiver of public hearing requirements as soon as the following has been completed:

#

1. Reassessment of the environmental assessment.
2. Project study report. (this is really just a summary of scope of project if no hearing)

This office will notify you as soon as location/design approval has been granted.

Jon Rose
JON ROSE
Regional
Federal Aid Engineer

1. Potter
2. Unrein
#

Geo Eng? Currently underway. R

#

JR/
bcc: L.W. Rulien

Geo Eng done on ? Geo finding 1-2? R

al

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY FEB - 5 1975	✓	
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS: File		

E-123

for
Clark

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 22, 1975

RECEIVED
COUNTY & CITY SECTION
JAN 24 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Richard Unrein
Federal Aid Urban Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

At 2:30 o'clock p.m., January 15, 1975 Bernard Straight, Traffic Engineer, Wilbur Schick, Right-of-Way Agent and I met with Donald and Dorothy Vannoy, adjacent property owners from whom right-of-way will be required to accomplish the signalization and road improvements proposed at the intersection of Johnson Creek Boulevard and Bell Avenue, FAUS No. 5007.

At this meeting an explanation was given regarding the scope of the project and how it will affect their property. For this meeting we had a plan map available prepared by Region I of the OSHD. It was further explained to the property owners the process that would be followed in acquiring the necessary right-of-way. With this explanation, the Vannoys understand what is being proposed by Clackamas County and are in agreement with our plans. ✓

In recognition of the need for this signalization and the support of Mr. and Mrs. Vannoy for the improvement, the requirement of a Corridor Design public hearing before negotiations can commence has been voluntarily waived. Therefore, I am requesting that Clackamas County be given authorization to proceed with the acquisition of the necessary right-of-way from the Vannoys. ✓

JOHN C. McINTYRE-Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH-County Engineer

/mak

Dick — process
what? status?

Don —
Look [illegible]
Off

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

gal Owner ☐ Contract Purchaser ☐ Other______ File No.______

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name______

☐ Acquisition ☐ Relocation ☐ Other______ Section______

Name______ Address______

Documents Delivered:	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking______ Amount Approved $______

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
1-13-75	Telephoned Mrs. Vannoy and asked her to come in and look at the proposed improvement on her property. W. S.
1-15-75	Donald Vannoy, Dorothy Vannoy, Winston Kurth, Bernie Straight, and Wilbur Schick. A meeting was held with the property owner and her son who is presently occupying property with brother. Mrs. Vannoy said she would waive the public hearing and felt that the improvement which was presented by Mr. Kurth and Mr. Straight was long overdue. Donald Vannoy was concerned about the 12" pipe. He thought it might be too small for the water problem which exists on the property. He was also concerned about having access for a horse shoe driveway which was agreeable by the County. I explained that an appraisal would be made and an offer presented to them prior to construction. Wilbur Schick

RECEIVED
COUNTY & CITY SECTION
JAN 24 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

By Wilbur Schick
Use reverse side (tumblehead) Right of Way Agent

F-th

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

1/23/75 NOTE!
Called Gary Potter
RE: RE-ASSESSMENT of this
Assessment due to project
Requiring R/W. HE will
have RE-ASSESSMENT made.
RM.

DATE January 15, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Johnson Creek Blvd. @ Bell Avenue
M-5007(-)
Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

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☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
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1-17-75
approved
R (ESH)

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins ✓
D. E. Swan
B. L. Gifford
Region 1 (E.L. Hardt)
District 2 (J. D. McClure)

RECEIVED
JAN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1975
PROJECT MANAGEMENT SECTION

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 11, 1974

A. PROJECT IDENTIFICATION

Name of Project Johnson Creek Boulevard @ Bell Avenue M-5007 (-)
(Section)

Location of Project Intersection
(Highway Name) (Highway No., US - ORE)

(City) Clackamas (County) I (Region)

Program FAU - 5007 (Funding) $95,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve and signalize intersection of Johnson Creek Boulevard with Bell Avenue which intersection is crossed by an oblique angle single railroad track of Portland Traction Company carrying from 2 to 4 slow-speed freights per day. Warrant Comparison report indicates this intersection meets the accident experience warrant of 5 or more accidents in 12 month period (number of accidents = 8 in last 12 months) and vehicular volume is 80% of minimum warrant requirements.

Origin and History: Both existing roadways are 2 lane, 24 feet wide with variable (0-10') shoulders; no medians; no parking restriction; no signalization; and sidewalks at southeast corner only. Stop signs currently control N-S traffic on Bell Avenue. This project is one of the projects submitted under the national transportation energy conservation action plan approved by CRAG for use of FAUS FU-74 FUNDS.

C. DESCRIPTION OF PROJECT

Length ------

Termini Intersection Johnson Creek Boulevard and Bell Avenue

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
...... PROJECT

(Form (1) 9-74)

'Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way required.

Typical Section 12' travel lanes: 4 E-W - Johnson Creek Blvd. with tapers to 2 lanes, 2 N-S - Bell Ave. with left turn bays; and curbs.

Structures Multi-phase actuated traffic signal with manual intertie to pre-empt operation when train is in crossing.

Characteristics (ADT) 6550 ADT at 35 mph.
9191 vehicles entering intersection counted May 22, 1974, 38% from N & S, 62% from E & W.

Other General Information (or Supplemental information to items) Project includes parking restrictions: no parking in either street in improved area. Raising of vertical alignment is required on East approach.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No action alternative leaves unimproved, non-signalized intersection with oblique railroad track crossing. This situation tends to jam during peak traffic flows, and creates a relatively high accident potential.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Under working agreements dated April 28, 1970 and October 26, 1970 with State and District Clearinghouse respectively.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is located in a highly developed, urbanized area. Natural features are severely restricted by cultural development. Johnson Creek, which runs adjacent to the project intersection, is outside the project construction area. Existing drainage facilities are to be maintained and/or improved, and construction erosion control standard specifications will be in effect. No significant impacts are anticipated for Johnson Creek water quality.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The intersection improvement project is not expected to significantly change traffic patterns, volumes, or access. Land use in the project area is developed industrial and commercial with an area of "blighted" housing lying south of Johnson Creek. Existing industrial and commercial facilities have adequate parking areas, so parking restrictions in the project area should have minimal impact. Change from stop sign traffic control to multi-phase actuated signal is not expected to significantly change noise or air pollution impacts.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way required ✓

Consequences:

2. Estimated Changes in Traffic Patterns:

No changes in traffic patterns expected.

Consequences:

3. Estimated Changes in Land Use:

No changes in land use or planned growth are expected to result from this project.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects expected.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effects expected.

Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

No areas of critical environmental concern identified.

7. **Potential for Controversial Issues:**

No project-related issues anticipated to be controversial.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

This project consists of a combination of the following actions, all of which are offered as examples of non-major action by FHWA: adding auxiliary lanes, correcting substandard intersections, (accident rate) signalization, reconstruction of existing crossroads and railroad separations.

Johnson Creek Boulevard @ Bell Avenue project is therefore deemed a non-major action, no further environmental documentation required.

Con

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 6, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project M-5007(-)
Johnson Creek Blvd. @ Bell Avenue
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment has been reviewed. We concur that this project constitutes a non-major action and further environmental documentation will not be necessary.

William H. Keppner
for G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENG.
JAN 8'75
RE. .R TO

FOR

Info	Inves	R/D	D/R	Sign	Ans
					X

1-10-75
Rulien - handle

RECEIVED
JAN 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-10-75
L. W. Rulien
w/att.

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie
January 3, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILES

SUBJECT: Bell Avenue @ Johnson Creek Blvd.
FAU 5007
Prefix 303-1982

RECEIVED
COUNTY & CITY SECTION
JAN 9 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UP
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTED
E. S. HUNTER
cc Rulein
1-8-75

1-9-74
2PM
Talked to Ed Hardt. Reminded him that Clack. Co. is to furnish neg. decl. before we can seek location/design approval. JH.

1-9-74
3:30PM
Called. Hardt again & told him assessment was @ FHWA which may not require a neg. declaration. JH.

The subject project is scheduled for the March 27, 1975, letting and was due in Salem on January 1, 1975. We are having some difficulty meeting that deadline and at this date the status is as follows:

We need further input from Clackamas County, specifically their Traffic Engineer in working out some of the operational details of the intersection which will affect the final design. The earliest date we can meet with the Traffic Engineer will be Monday, January 6. Hinging on the county's decision is the amount of right-of-way that will be required to build Johnson Creek to four lane section for approximately 100 feet east of Bell. The treatment of Bell must also be discussed with the county since they have requested left turn channelization and the physical features to the north and a narrow bridge structure immediately south will require a change in their thinking and might affect the intersection design.

The widening will increase the width of the railroad crossing through this intersection from an existing 58 feet to approximately 110 feet. The railroad crosses at an angle and the widening will place a switching track and switching control mechanism in the roadway.

There are still some other minor problems to work out such as drainage and specific location of a small retaining wall but these can be handled quite easily.

We will continue to pursue the location on this intersection and with a quick answer from the county could have a plan completed by Friday, January 10 or with some overtime perhaps the 8th of January. Monday I should have a good idea concerning the right-of-way and railroad problems and whether or not they can be handled quickly.

DRA/b
cc: C. T. Keasey
Victor D. Wolfe
L. E. George
J. W. McNamee

RECEIVED
JAN 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 1975
LOCATION
SECTION

BEN GIFFORD
City/Co.

Oregon State Highway Division

Federal-aid Project
No. M-5007(1)

JOHNSON CREEK BLVD. @ BELL AVENUE SECTION

FAUS RT. 5007 IN CLACKAMAS COUNTY

Salem, Oregon, January 2, 1975

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,000.00
	Total	$ 5,000.00

Length of Project - - - 0.0 mile

Federal Funds		$ 3,900.00
State Funds		550.00
County Funds		550.00
	Total	$ 5,000.00

Group 1 - 100%

Prefix: 303-1982

Clack Co FAU

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

November 14, 1974

Mr. H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

ATTN: Mr. Richard Unrein

Enclosed please find a check for the preliminary engineering advance deposit for Johnson Creek Boulevard at Bell Avenue, FAU 5007, in the amount of $550.00.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encl.

RECEIVED
COUNTY & CITY SECTION
NOV 19 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 3838 Amt. $550.00
By C. C. [illegible] Date 11/19/74
For Johnson Cr Blvd @ Bell Ave
FAU 5007

Copies to: L. W. Rulien
E. L. Hardt

Survey Auth. Requested Aug 30. 74
P.E. approved by FHWA 10/21/74
Agree. Signed 10/22/74.
P.E. can begin when Survey Auth. is approved.
RU.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

CON

October 29, 1974

Clackamas County
Public Works Dept.
902 Abernethy Rd.
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5127

Gentlemen:

Attached for your files is a fully executed copy of an urban system project agreement for improvement of an intersection at Johnson Creek Boulevard and Bell Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

FKN:ser

Att.

cc H. S. Cox
(agree. att.)

FAU

bc: L. W. Rulien
E. L. Hardt

1

October 24, 1974

Mr. John C. McIntyre
Clackamas County Director of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. McIntyre:

P.E. Advance Deposit
Johnson Creek Blvd @ Bell Avenue
FAU 5007

We hereby request Clackamas County's preliminary engineering advance deposit in the amount of $550 (11%) for the subject project as covered by paragraph 3 under the GENERAL PROVISIONS of the project agreement.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:mm

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 10-54

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	10-21-74
BY (Signature)	L.W. RULIEN'S OCTOBER 15, 1974 LETTER
TITLE	PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 17 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	WORK
17	M-5007(1)	0.0	5,000	3,900	JOHNSON CREEK BLVD. AT BELL AVENUE SECTION. CLACKAMAS COUNTY - STATE OF OREGON.	PRELIMINARY ENGINEERING.

10-24-74
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENGR
OCT 23 '74
REFER TO
Hunter
FOR
4

NOTED
E. S. HUNTER

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

I CONCUR THAT THE TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-21-74	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45
(Rev. 8-71)

GPO 915-480

10-21-74

FAU

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 15, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-5007(1)

We are submitting program data for one Urban System preliminary engineering project, Item No. 17, Project No. M-5007(1) "Johnson Creek Blvd. at Bell Avenue Section"; which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

We further request authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval.

Enclosure

RECEIVED
COUNTY & CITY SECTION
OCT 17 1974
☑ EXOR. ☑ COOR. ☑ OE ☑ AE ☐ UE
☑ [illegible] ☐ CE ☒ [illegible] ☒ BPF ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

ON NO.
W.O.

FORM PR-1
(REV. 4-61)

10-15-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	Co. Rd. Johnson Cr. Blvd. at Bell Ave.		3,700** 6,600*	5,900 10,600	94	10	Oregon	41	W36	17

F PROPOSED WORK (35 typewriter	NATL. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
inary Engineering								M-	5007(1)			

ERAL FUNDS	Urban System	COUNTY NAME	Clackamas	CODE 005	PROGRAM STAGE
AN AREA	Portland	ROUTE NO. U	FEDERAL-AID 5007	STATE City St. U.S.	☐ 1 OR ☒ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE TOPICS		Co. Rd. Johnson Creek Blvd. at Bell Avenue	0.0	5,000	3,900	550	550 (Co)	P.E. All phases including P.S. & E. preparation and P.E. by Railroad Forces
		ROW								(Future intersection channelization and install traffic signals with pre-emption for train movements)
		CONST (CODE)		(Johnson Creek Blvd. at Bell Avenue Section)	0.0	(90,000)				ROW - 60' normal; access control-partial; Parking restrictions - complete.
REPARED BY				PROJECT TOTALS	0.0	5,000	3,900	550	550 (Co)	

RECEIVED
COUNTY & CITY SECTION
OCT 17 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ■ UC
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROGRAM APPROVAL DATES

REMARKS

* ADT Johnson Cr. Blvd.
** ADT Bell Avenue

-OVER-

USCOMM DUSCOMM-DC 40005-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 10-15-74

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Johnson Cr. Blvd. at Bell Ave. 65	ADT	PRESENT 3,700** 6,600*	FUTURE 5,900 10,600 (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FA ROUTE NO.	[illegible]	[illegible]	[illegible] (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 26	NUMBER 7 5007(1)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Clackamas				CODE 005 (14) (16)	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 5007 (32)	STATE City St. (36)	U.S. (37) (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE** TOPICS		Co. Rd. Johnson Creek Blvd. at Bell Avenue	0.0	5,000	3,900	550	550 (Co)	P.E. incl prep by R
5					**ROW**								(Fut chan inst sign empt move
5					**CONST** (CODE)		(Johnson Creek Blvd. at Bell Avenue Section)	0.0	(90,000)				ROW acce part rest comp

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	5,000	3,900	550	550 (Co)	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS		

RECEIVED
COUNTY & CITY SECTION
OCT 17 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

* ADT Johnson Cr. Blvd.
** ADT Bell Avenue

USCO

JOHNSON CREEK BLVD. @ BELL AVENUE

PROJECT NO. M-5007(1)

Existing Facility: 24-foot paved roadway on both Johnson Creek Blvd. (FAU 5007) and Bell Avenue.

Project Data: THe work consists of all phases of preliminary engineering including P.S. & E. preparation, and preliminary engineering by railroad forces, as required for the future construction necessary to channelize and signalize the intersection of Johnson Creek Blvd. at Bell Avenue. Channelization of Johnson Creek Blvd. will involve widening to a four lane curbed roadway section and Bell Ave. will be widened to a 2-lane curbed roadway with a left turn lane. Installation of traffic signals with pre-emption for train movements.

System Action, Airports, Water Developments, Historical and Recreational Areas: None Involved.

Railroads Data:

Name of Railroad	Portland Traction Company
Number of Tracks	One
Number of Trains	Two per day
No. of Hi-Speed Trains	None
Existing Protection.	X-Bucks, Stop Signs
Proposed Protection.	X-Bucks with traffic signal pre-emption
Railroad Benefits.	None

PPM 90-1 Requirements: An appropriate environmental statement will be submitted under separate action.

Additional Right-of-Way: None required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 26, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable project will not result in an alteration of land use or t flow pattern that would require a significant change in p completed or underway.

PPM 20-8 Requirements: Not applicable under "Timesaving set forth in Vol. 6, Chap. 8, Sec. 2 of the Federal Aid H Program Manual.

Note: (1) This project is in Congressional District
(2) This project qualifies as a topics type pr since the proposed work involves the installati traffic signal and channelization to facilitate movement and increase the safety of vehicular t

JOHNSON CREEK BLVD. @ BELL AVENUE

PROJECT NO. M-5007(1)

acility: 24-foot paved roadway on both Johnson Creek Blvd. and Bell Avenue.

a: THe work consists of all phases of preliminary engineering ing P.S. & E. preparation, and preliminary engineering by ad forces, as required for the future construction necessary gnelize and signalize the intersection of Johnson Creek Blvd. Avenue. Channelization of Johnson Creek Blvd. will involve ng to a four lane curbed roadway section and Bell Ave. will ened to a 2-lane curbed roadway with a left turn lane. lation of traffic signals with pre-emption for train move-

on, Airports, Water Developments, Historical and Recreational None Involved.

ata:

Railroad . . . . . . .Portland Traction Company
of Tracks . . . . . . .One
of Trains . . . . . . .Two per day
Hi-Speed Trains . . . .None
g Protection. . . . . .X-Bucks, Stop Signs
d Protection. . . . . .X-Bucks with traffic signal pre-emption
d Benefits. . . . . . .None

uirements: An appropriate environmental statement will be der separate action.

ight-of-Way: None required.

equirements: Exempt from State Clearinghouse and District ouse A-95 review under working agreements dated April 28, tober 26, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow pattern that would require a significant change in planning completed or underway.

PPM 20-8 Requirements: Not applicable under "Timesaving Procedures" set forth in Vol. 6, Chap. 8, Sec. 2 of the Federal Aid Highway Program Manual.

Note: (1) This project is in Congressional District No. 3.
(2) This project qualifies as a topics type project since the proposed work involves the installation of a traffic signal and channelization to facilitate traffic movement and increase the safety of vehicular traffic.

DATE October 8, 1974

MEMO TO: D. E. Swan
Project Management Section
Federal Aid Unit

URBAN SYSTEM PROJECT PROGRAMING REQUEST:

COUNTY: Clackamas SECTION: Johnson Creek Blvd. @ Bell Avenue, FAU 5007

PROPOSED WORK: All phases of preliminary engineering necessary to prepare project for contracting. By State personnel.

COSTS:	TOTAL	FEDERAL	STATE	CITY
*P.E.	$ 5,000	$ 3,900	$ 550	$ 550
Construction	(90,000)	(70,200)	(9,900)	(9,900)
TOTAL	$95,000	$74,100	$10,450	$10,450

*Field $3,000 *P.S.& E. $2,000

EXISTING FACILITIES: Johnson Creek Blvd. & Bell Avenue - 24' paved travelway with 0' to 10' variable width shoulders. 60' right-of-way.

PROPOSED PROJECT: Channelize Johnson Creek Blvd. to 4-lane curbed width. Channelize Bell Avenue to 2-lane curbed width with left-turn lane. Signalize intersection with pre-emption for train movements.

PROJECT NO: M-5007(-)
ADDITIONAL R/W: None required
SYSTEM ACTION: None required. Urban System approved 11/16/71.
RAILROADS: Portland Traction Company
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORIC & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required
ROUTE DATA: FAU 5007
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated 4/28/70.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempt per working agreement dated 10/16/70.
HEARING: Not required.
ACCESS CONTROL: Limited to location by County.
PARKING RESTRICTIONS: No parking.

ADT:				
	Present	6,600	(1974)	Johnson Cr. Blvd.
	Future	10,600	(1994)	
	Present	3,700	(1974)	Bell Avenue
	Future	5,900	(1994)	

Richard Unrein
Urban Engineer
County and City Unit

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ● UE
☑ UPE ☐ CE ☑ DE ☑ RPE ☐

Con

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 30, 1974

Mr. John C. McIntyre
Clackamas County Director of
Public Works
902 Abernethy
Oregon City, Oregon 97045

NOTED
E. S. HUNTER

Re: FAUS Project Approval
Johnson Creek Blvd. @ Bell Avenue

Dear Mr. McIntyre:

On August 29, 1974 the Oregon Transportation Commission approved your request for improving the intersection of Johnson Creek Blvd. @ Bell Avenue under the Federal Aid Urban System Program. Attached for your information is a summary of this project.

We will forward a project agreement to you in the near future. Following execution of the agreement we will program the preliminary engineering work with the Federal Highway Administration.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Richard Unrein
Urban Engineer

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RU:ljt
Att.

bc: E. L. Hardt, Region 1 - Initiate "Authority for Survey". ~~County~~ State will perform P.E. services as F.A. participation.

E. S. Hunter	w/att.	R. E. Royer	"	John Hanks	w/att.
L. W. Rulien	"	Victor Wolfe	"	James Chidsey	"
L. E. George	"	Gary Potter	"	Adrian Olson	"
J. H. Versteeg	"	D. E. Swan	"	C. G. Swenson	"
W. J. Hart	"	B. L. Gifford	"	G. C. Wills	"
J. B. Boyd	"	W. L. Monner	"	F. W. Yarbrough	"
C. T. Keasey	"	P.L. Carstensen	"	W. N. Bryant(FHWA)	"

SUMMARY, URBAN SYSTEM FUNDS
Proposed FAU Projects

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE SHARE
Clackamas Co.	Johnson Creek Blvd. @ Bell Ave. FAU 5007	$ 95,000	$ 74,200	$10,400
Portland	E. Burnside-Sandy Blvd.-12th Avenue Intersection, FAU 1113	195,000	152,400	21,300
Portland	E. Fremont Bridge Connection to Union Avenue, FAU 2029	324,000	253,200	35,400
Salem	25th Street-Airport Road, Mission Street (FAU 2009)	260,000	203,200	28,400
	TOTAL NEW PROJECTS	$874,000	$683,000	$95,500

SUMMARY BY FISCAL YEAR (Federal FAU Funds)	1974	1975	TOTAL
Allocated Funds (Federal)	$6,405,362	$6,552,246	$12,957,608
Approved Projects (corrected to date)	2,680,668	----	2,680,668
Unprogrammed Balance	$3,724,694	$6,552,246	$10,276,940
Proposed New Projects (8/28/74)	683,000	----	683,000
Unprogrammed Balance	$3,041,694	$6,552,246	$ 9,593,940

74-d
8/20/74

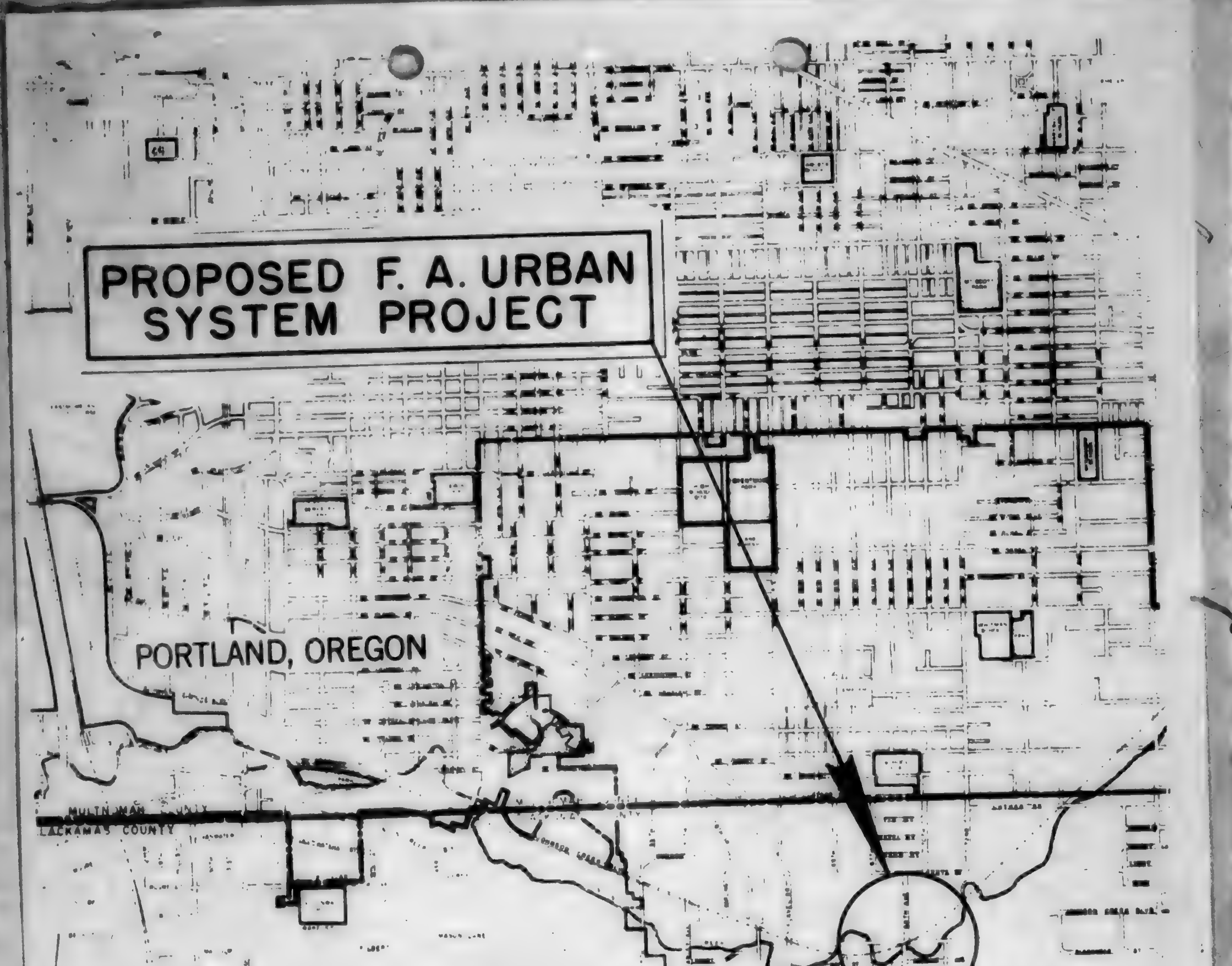
CLACKAMAS COUNTY
Proposed Urban System Project

Johnson Creek Boulevard @ Bell Avenue
FAU 5007

Engineering, grading, paving, signals, and associated work; $95,000.

This project entails all the necessary work and costs to channelize and signalize this intersection. The signals will be pre-empted for train movements.

74-d
8/20/74



PROPOSED F. A. URBAN SYSTEM PROJECT
PORTLAND, OREGON
MULTNOMAH COUNTY
CLACKAMAS COUNTY
MILWAUKIE
MILWAUKIE
N

CON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 22, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Urban System Project Requests

Presented for your consideration at the August 29 meeting will be four requests for approval of Urban System projects.

CON 9-1-2

Clackamas County is requesting a channelization (tracer) and traffic signal project on Johnson Creek Blvd. at Bell Avenue in the southeast area of Portland.

CON 9-1-2

The City of Portland is requesting approval of two consultant studies to determine solutions to traffic problems off the east end of the Fremont Bridge and at the intersection of East Burnside-Sandy Boulevard and 12th Avenue.

CON 9-1-1 Salem

The fourth project request comes from the City of Salem to four-lane a 0.17 mile segment of Mission Street, S. E.

Urban System funds for these projects are estimated at $683,000 with the State providing approximately $95,500 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. Each request has been approved by the local Council of Governments. I recommend your approval of the projects and request authority to sign project agreements for and on your behalf.

bc
C. W. Head
G. M. Baldwin
A. E. Johnson
✓ E. S. Hunter
✓ R. L. Schroeder
H. S. Coulter
✓ L. W. Rulien
V. E. Skoog
✓ H. S. Cox
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
✓ R. E. Whipps
Gary Sund

Copy of presented material attached to all copies except those checked. kp

RU:ljt kp

FAU

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 8, 1974

Mr. Dick Unrein
Urban System Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

RECEIVED
COUNTY & CITY SECTION
AUG 12 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Enclosed please find an application executed by the Clackamas County Board of Commissioners for intersection improvements to Bell Road and Johnsen Creek Boulevard, FAU 5007. As you know, this project was submitted through CRAG and approved by the Executive Board for funding allocated to the Portland Metropolitan area.

I am hopeful that this intersection improvement can be made during the next construction year. Any assistance you can offer us in expediting State Highway Commission and Federal Highway approval will be appreciated.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

12/5/71

RECEIVED
COUNTY & CITY SECTION
AUG 12 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date

Applicant Agency Clackamas County

Federal Aid System Route No. FAU-5007 Route Name Johnson Creek Boulevard

Project Name Bell Road and Johnson Creek Boulevard

Project Length ------- Project Location (Attached sketch map)

Project Description Build Up Sag Vertical Curb on the East Approach. Widen and Curb East and West Approaches to accommodate four lanes, widen and curb North and South Approaches to accommodate Left Turn Bays. Install Multi-Phase Actuated Traffic Signal with manual intertie to pre-empt traffic signal operation when a Train is occupying the crossing.

Average Daily Traffic 6550 VPD Design Speed 35MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders Variable 0' to 10'

Medians None Parking No Restriction

Sidewalks Southeast corner only.

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 12' per lane Travel Lanes 4 E-W, 2 N-S Shoulders None

Medians None Parking None

Curbed Yes Length Curb Radii 25 feet

Sidewalk/Bikeway

Other East and West Approaches 4 Lanes with taper to 2 lanes. North and south approaches 2 lane with Left Turn Bays.

FOOTNOTES:

Description of Proposed Roadway Work Widening and Curbing, Paving Raising vertical alignment on East Approach.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width _____ Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: NONE

2. Proposed Signalization:

Location Intersection of Johnson Creek Boulevard and Bell Road

Type Traffic Actuated- Multi Phase - Solid State
Phases
Type of Suspension Span Wire
Interconnected Manual Pre-empt for Railroad Crossing
Other

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant? In Project

4. **Permanent Striping:**

Include in project or by applicant? In Project

IV. ILLUMINATION DATA

1. **Present Illumination and Location:** None

2. **Proposed Illumination:**

Location None
Type

V. STRUCTURE DATA

1. **Existing Structure:**

Location NA
Type
Size
To Remain in Place?

2. **Proposed Structure:**

Location NA

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? See Below

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Location Center of Intersection Crossing Both Roadways.

Type of existing crossing At Grade
Existing crossing protection Stop Signs on North and South Approaches Standard advance warning signs and stencils on all four approaches.
Name of Railroad
Number of tracks: Mainline 1 Siding -- Total 1
Angle of Intersection
Sight distance: (Direction) StoW-Open StoE 48' Distance NtoW-Open, NtoE-Open
(Direction) EtoN-Open EtoS-Open Distance WtoN-200', WtoS-Open
Number of Trains: Passenger -------- Speed
Freight 4 Speed 20

2. Will existing railroad crossing be altered? No

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 50,000
Right-of-Way Costs (If participating)	---
Traffic Control	40,000
Illumination	---
Structures	---
Railroad	---
Other	---
Preliminary Engineering	3,000
PROJECT TOTAL	$ 93,000

FOOTNOTES: This project is one of the projects submitted under the national transportation energy conservation action plan approved by CRAG for use of $80,000 of FAUS FU-74 FUNDS

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Clackamas County
By Fred Stefani
By
By Thomas D Telford

8469 Tualatin River (Weis) Br. 1977
Sec. of Pete's Mt. Rd.
(structure)

8469

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE: 4/28/80

BILLING REQ. NO.: CC 2046

YOUR ORDER NO.:

CREDIT DISTRIBUTION:
203 - 1921 - 297
203 - 1067 - 297

BILL TO: Code:

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045
Attn: Mr. John McIntyre, Dir. of Environmental Services

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE

FINAL BILLING: Tualatin River (Weis) Bridge Section - Petes Mountain Road.

This is an OFF SYSTEMS Project No. OS-0300(1)

County Costs:

Federal Funds	$367,493.00
County Advance Deposit - PE	1,100.00
Construction	180,700.94
Less Project Costs	540,150.61
REFUND DUE COUNTY	$ 9,143.33

(Please send copy of itemized statement with billing)

Advance Deposit Amount	$ 181,800.94
Advance Deposit Previously Transferred to Highway Fund	$ 141,400.94
Balance	$ 40,400.00
Transfer to Highway Fund	$ 31,256.67
Refund Due	$ 9,143.33
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1638 & CC 1714

Amount Due . . . . . $

Submitted by:

Harold Reynolds
Harold Reynoldson

Approved:

For D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 4-28-80

COUNTY Clackamas **Contract No.** 8469 **Date Completed** 11-10-77

PROJECT # OFF SYSTEM **Section** Tualatin R.(Weis) Bridge Section OS-0300(1)

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. - State	$ 27,179.68
County	2,056.86
	$ 29,236.54
Construction -	
Payment to contractor	$468,237.84
Engineering	46,468.23
Liquidated damages	- 3,800.00
Interest to contractor	8.00
	$510,914.07
TOTAL COST OF PROJECT	$540,150.61

County share would be:

Federal Funds	$367,493.00
County Advance Deposit	181,800.94
Less Project Cost	540,150.61
REFUND DUE COUNTY	$ 9,143.33

Reference: **Billing Form** CC 2046

FORM 734-1745

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. OS-0300(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-21-76 To: 3-12-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$540,132.32	$470,000.00	78.19%	$367,493.00	$367,493.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog Controller 3-13-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tualatin River (Weis) Bridge **Pete's Mountain Road** **Clackamas County**				263 - 1921 263 - 1060	
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			056.77 $ 27,011.40	
	Clackamas County	All Required			2,056.86	✓
	Total Participating P.E.				$ 29,068.26 113.63	
	Construction **Type Code X-021** **Weis Bridge #1654A (Sta. 5+95 To 9+85)**					
	Final Contract Payment Summary	Lump Sum			404,429.00	
	Construction Engineering					
	State	All Required			39,506.91	
	Liquidated Damages	Lump Sum			(3,249.00)	
	Total Construction Engineering				$ 36,257.91	
	Misc. Project Costs					
	Equal Opportunity Program Exp.	All Required			$ 179.63	
	Audit Expense (P.E.)	All Required			32.60	
	Audit Expense (Const.)	All Required			32.60	
	Total Misc. Project Cost				$ 244.83	
	Total Participating Cost				$470,000.00	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ ~~25.11~~	122.91
	Final Contract Payment Summary	Lump Sum			63,808.84	
	Construction Engineering	All Required			6,743.57	
	Liquidated Damages	Lump Sum			(551.00)	
	Interest Paid to Contractor	All Required			8.00	
	Audit Expense	All Required			97.80	
	Total Nonparticipating Cost				$ 70,132.32	
	TOTAL COST				$540,132.32	
	Prepared based on participating costs as shown on Federal Billing as of 3-20-80.					
	AMOUNT CARRIED FORWARD					

TOTAL TO DATE JOB COST SUMMARY APRIL 1980 PAGE 101

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	203	1057	279	05	P 1		[illegible]9,433.62	81,0[illegible]9.25	77	80
	203	1057	279	06	P 1		29,310.82	65,976.52	77	80
	203	1057	296	00	N 9	46,286.74CR	51,273.05CR	185,156.05CR	76	80
	203	1057	297	00	N 9			12,0[illegible].00	76	76
	203	1057	298	00	N 9	46,286.74	51,273.05	173,156.05	76	80
	203	1057	900	00	P 1		24.35	12,346.19	76	80
	203	1057	900	01	N 1			192.93	76	78
	203	1057	900	03	P 1			1,770.89	76	77
	203	1057	915	00	P 1			483.89	77	79
	203	1057	915	01	P 1			31.06	79	79
	203	1057	915	04	P 1			31.06	79	79
	203	1057	915	05	P 1			31.06	79	79
	203	1057	915	06	P 1			31.06	79	79
	203	1057	920	03	P 1		271.73	271.73	79	80
	203	1057	985	00	P 1			117.27	76	77
			TOT		P1		59,466.08	221,455.49		
			TOT		N1			211.60		
			** JOB TOTALS **			**	59,466.08 **	221,667.09 **		
TUALATIN RIV (WEIS) BRIDGE	CONT NO 8469		# FA PROJ NOS 05		300001 100				STATE	
	203	1067	201	00	P 1		63,[illegible]CR	409,420.00 ✓	77	80
	203	1067	201	00	N 1		63,[illegible].84	63,[illegible].84 ✓	79	80
	203	1067	203	00	P 1		551.00	3,299.00CR ✓	77	80
	203	1067	203	00	N 1		551.00CR	551.00CR ✓	79	[illegible]
	203	1067	206	00	N 1			8.00 ✓	78	78
	203	1067	296	00	N 9	512.49CR	11,053.96	485,439.96CR	77	80
	203	1067	297	00	N 9			150,700.99	77	77
	203	1067	298	00	N 9	512.49	11,053.96CR	344,739.04	77	80
	203	1067	900	00	P 1		6,317.87CR	39,212.37	77	79
	203	1067	900	00	N 1		6,342.55	6,710.09	77	80
	203	1067	915	00	P 1		32.60	32.60	80	80
	203	1067	921	00	P 1			103.00CR	77	77
	203	1067	930	00	P 1			479.58	77	78
	203	1067	930	00	N 1			39.00	78	78
	203	1067	985	00	P 1			179.63	77	77
			TOT		P1		69,583.11CR	440,892.14		
			TOT		N1		69,600.39	70,014.93		
			** JOB TOTALS **			**	57.28 **	510,914.07 **		
JENNINGS AVE-E OF ROSE LN	CONT NO		# FA PROJ NOS		KHS0674001 100				STATE	
	203	1031	296	00	N 9		276.21CR	676.21CR	77	79
	203	1031	297	00	N 9		73.37	73.37	79	79
	203	1031	298	00	N 9		202.84	602.84	77	79
	203	1031	900	00	N 1		6.39	6.39	79	79
	203	1031	900	01	P 1			656.42	77	79
	203	1081	920	00	P 1			13.40	79	79
			TOT		P1			669.82		
			TOT		N1		6.39	6.39		
			** JOB TOTALS **			**	6.39 **	676.21 **		

R NO.

CHER NO.

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TOTAL TO DATE JOB COST SUMMARY                                              APRIL 1980        PAGE  493
                                                                                 FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                  203   1916     297     00 N 9                      23.17           23.17
                                  203   1916     298     00 N 9                                     208.51
                                  203   1916     901     00 P 1                                     116.20
                                  203   1916     914     00 P 1                                     115.48
                                                 TOT        P1                                      231.68
                                          ** JOB TOTALS **              **              **          231.68  **

                                                                                                          STATE
  TUALATIN RIV (WE'S) BR          CONT NO      # FA PROJ NOS OS  300001 100
                                  203   1921     295     00 N 9      35.48      11,028.47CR     23,428.47CR
                                  203   1921     297     00 N 9                                     700.00
                                  203   1921     298     00 N 9      35.48CR    11,028.47       22,728.47
                                  203   1921     901     00 P 1      12.77CR                        913.92
                                  203   1921     901     00 N 1      12.77          12.77            12.77
                                  203   1921     903     00 P 1                    688.04CR       2,056.86
                                  203   1921     905     00 P 1                                     167.97
                                  203   1921     906     00 P 1                                  13,490.00
                                  203   1921     914     00 P 1                                     248.72
                                  203   1921     915     00 P 1                     32.60            32.60
                                  203   1921     915     00 N 1                     97.80            97.80
                                  203   1921     918     00 P 1                                   3,200.13
                                  203   1921     920     00 P 1                                      49.94
                                  203   1921     921     00 P 1                                     730.39
                                  203   1921     923     00 P 1                                   2,018.85
                                  203   1921     923     00 N 1                                      25.11
                                  203   1921     924     00 P 1                                      61.36
                                  203   1921     926     00 P 1                                   5,953.76
                                  203   1921     930     00 P 1                                      61.36
                                                 TOT        P1       12.77CR       655.44CR      29,100.65
                                                 TOT        N1       12.77         110.57           135.68
                                          ** JOB TOTALS **              **         544.87CR**    29,236.54  **

                                                                                                          STATE
  FIVE CLACKAMAS CO RD LOCATION CONT NO       FA PROJ NOS HHS 0S021 100
                                  203   1923     255     00 N 9                     35.74            35.74
                                  203   1923     256     00 N 9      22.93CR        58.72CR         126.79CR
                                  203   1923     258     00 N 9      22.93          22.93            91.05
                                  203   1923     501     00 P 1                                       4.31
                                  203   1923     501     00 N 1                                     176.22
                                  203   1923     905     00 P 1                                      71.32
                                  203   1923     923     00 P 1                     25.54            25.54
                                                 TOT        P1                      25.54           101.17
                                                 TOT        N1                                      176.22
                                          ** JOB TOTALS **              **          25.54  **       277.39  **

                                  203   1927     295     00                      1,306.13         1,306.13
                                  203   1927     296     00                      1,306.13CR       1,306.13CR
                                                 TOT     00
                                          ** JOB TOTALS **              **              **              **
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TOTAL TO DATE JOB COST SUMMARY                                                     APRIL 1980        PAGE 493
                                                                                     FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                  203   1916      297      00 N 9                      23.17              23.17
                                  203   1916      298      00 N 9                                        208.51
                                  203   1916      901      00 P 1                                        116.20
                                  203   1916      914      00 P 1                                        115.48
                                                  TOT         P1                                         231.68
                                             ** JOB TOTALS **              **                 **         231.68  **

                                                                                                                  STATE
  TUALATIN RIV (WE'S) BR      CONT NO      # FA PROJ NOS OS  300001 100
                                  203   1921      296      00 N 9      35.48        11,028.42CR        23,428.42CR
                                  203   1921      297      00 N 9                                        700.00
                                  203   1921      298      00 N 9      35.48CR      11,028.47          22,728.47
                                  203   1921      901      00 P 1      12.77CR                           913.92
                                  203   1921      901      00 N 1      12.77             12.77            12.77
                                  203   1921      903      00 P 1                       688.04CR         2,056.86
                                  203   1921      905      00 P 1                                        167.97
                                  203   1921      906      00 P 1                                     13,490.00
                                  203   1921      914      00 P 1                                        248.72
                                  203   1921      915      00 P 1                        32.60             32.60
                                  203   1921      915      00 N 1                        97.80             97.80
                                  203   1921      918      00 P 1                                      3,200.13
                                  203   1921      920      00 P 1                                         49.94
                                  203   1921      921      00 P 1                                        730.39
                                  203   1921      923      00 P 1                                      2,018.85
                                  203   1921      923      00 N 1                                         25.11
                                  203   1921      924      00 P 1                                         61.36
                                  203   1921      926      00 P 1                                      5,958.76
                                  203   1921      930      00 P 1                                         61.36
                                                  TOT         P1       12.77CR          655.44CR        29,100.86
                                                  TOT         N1       12.77            110.57           135.68
                                             ** JOB TOTALS **              **           544.87CR**     29,236.54  **

                                                                                                                  STATE
  FIVE CLECKAMAS CO RD LOCATION CONT NO       FA PROJ NOS HHS 00S021 100
                                  203   1923      295      00 N 9                        35.74             35.74
                                  203   1923      296      00 N 9      22.95CR           58.72CR          126.79CR
                                  203   1923      298      00 N 9      22.93             22.93             91.05
                                  203   1923      901      00 P 1                                          4.31
                                  203   1923      901      00 N 1                                        176.22
                                  203   1923      905      00 P 1                                         71.72
                                  203   1923      923      00 P 1                        25.54             25.54
                                                  TOT         P1                         25.54            101.17
                                                  TOT         M1                                         176.22
                                             ** JOB TOTALS **              **            25.54  **       277.39  **

                                  203   1927      295      00                         1,306.13          1,306.13
                                  203   1927      296      00                         1,306.13CR        1,306.13CR
                                                  TOT      00
                                             ** JOB TOTALS **              **                 **                 **
```

846

8

February 17, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On February 14, 1978, we wrote to you concerning release of final payment on Contract No. 8469 awarded to Ross Bros. Construction, Inc., for the Tualatin River (Weis) Bridge on Petes Mountain Road in Clackamas County.

Final payment on this contract is $1,000.40 and the total contract amount is $464,437.84. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
Ed Hardt

8469 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: TUALATIN RIVER (WEIS) BR.	WEEK ENDING: DECEMBER 9, 1977
		SECTION PREFIX: 203 - 1067
	HIGHWAY: PETES MOUNTAIN ROAD	COUNTY: CLACKAMAS
NAME OF JOB: TUALATIN RIVER (WEIS) BRIDGE	KIND OF WORK: STRUCTURE	
CONTRACTOR: ROSS BROS. CONSTRUCTION, INC.	CONTRACT NUMBER: 8469	FEDERAL AID PROJECT NUMBER: OS - 0300(1)
DATE OF CONTRACT: FEBRUARY 22, 1977	DATE WORK STARTED: FEBRUARY 28, 1977	XXXXXXXX COMPLETION DATE: NOVEMBER 10, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 230
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 119
PROJECT AUTHORIZATION: $535,440.79		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $492,982.93	ENGINEERING AUTHORIZATION $42,457.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $463,271.04	ENGINEERING COST TO DATE $37,500.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT XXXXXXX UNDERRUN 6 %	PERCENT OF AUTHORIZATION 88 %	NOVEMBER 10, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1654A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS WORKED	REMARKS
SUNDAY 4	SHOWERS	0	0	
MONDAY 5	OVERCAST	0	0	
TUESDAY 6	SHOWERS/BREEZY	0	0	
WEDNESDAY 7	SHOWERS	0	0	
THURSDAY 8	CLOUDY/COOL	0	0	
FRIDAY 9	SHOWERS/COOL	0	8	
SATURDAY 10		0	0	

Routing
Richards
Glenn
DEC 12 1977 Berg
Church
CONSTRUCTION
SECTION Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No ACTIVITY.
5 MONDAY	No ACTIVITY.
6 TUESDAY	No ACTIVITY.
7 WEDNESDAY	No ACTIVITY.
8 THURSDAY	No ACTIVITY.
9 FRIDAY	DOING MISC. PICK-UP WORK.
10 SATURDAY	

REMARKS

STATUS TO DATE: JOB COMPLETE. READY FOR FINAL INSPECTION.

SIGNED E. Rodriguez LOCATION ~~[illegible]~~ BEAVERTON
ENRIQUE RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

#8467

8

September 27, 1977

Ross Bros. Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8469 for work on Tualatin River (Weis) Bridge in Clackamas County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 13 days is granted, which extends it to September 13. This is because of delay in deenergizing a power line conflict affecting pile driving at Bent 1 (seven days) as requested, and for six days in excess of the 20 days allowed by Section 103.08 before the contract was sent to you. We note that you started work promptly after the contract was executed.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek
Enrique Rodriguez

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8469

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 23, 1977

SUBJECT: Tualatin River (Weis) Bridge
Contract No. 8469
Request for Time Extension

FROM: John [illegible]. Bond, Engineer
Contract Administration Section

TO: H. S. Coulter
State Highway Engineer

Ross Bros. Construction requests a 7-day time increase because of a delay in de-energizing a power line conflict affecting pile driving at Bent 1. P.G.E. could not take the power line out of service because of an alternate power line failure in the vicinity. Some pertinent dates on the project are:

Bids opened	1-27-77)	26 days
Contract sent	2-22)	(Clackamas County deposit and approval required)
Time start	3- 5	
Work started	2-28	
180 calendar days allowed expired	8-31	Liquidated damages accrue at $100 per day.

At the end of last week, the contract was shown 97 percent completed with installation of metal railing yet to be performed and clean up just starting. In addition to this request for extension, the contractor has been protesting some day charges in late August when it rained. We will deny the protest.

Work was underway on other parts of the structure including some other bents already driven at the time of the power line conflict, but the Resident Engineer confirms that the pile driving operation did in fact have to be suspended for the week and recommends the extension. I agree this would be a very unusual and unpredictable event and a bona fide cause beyond the control of the contractor.

In addition to that item, you will note an excessive amount of time elapsed between the bid opening and the date the contract was first sent for execution. Under the provisions of 103.08, time in excess of 20 days can be considered for extension and it has been our practice to do so, particularly where a contractor promptly started work on a project as in this case. I would, therefore, recommend an additional 6 days on this reason, making a total recommended extension of 13 days, which extends it to September 13, so the contract would still be in liquidated damages at this time. We know of no other valid reasons for extension.

This is an Off System project administered like Secondary and the extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 26 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ALOHA, OREGON 97005
SEPTEMBER 6, 1977

SUBJECT: CONTRACTORS REQUEST FOR ADDITIONAL DAYS,
BRIDGE NO. 1654A
CONTRACT NO. 8469

To: MR. EDWARD L. HARDT
REGIONAL ENGINEER
MILWAUKIE, OREGON

ATTN. MR. MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

AS PER ATTACHED FORMS AND CORRESPONDENCE, ROSS BROS. CONSTRUCTION, INC. HAS ASKED FOR AN ADDITIONAL SEVEN (7) CALENDAR DAYS WITHIN WHICH TO COMPLETE THE WORK UNDER CONTRACT NO. 8469 WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES.

THE REASON FOR THIS REQUEST IS THAT PORTLAND GENERAL ELECTRIC COMPANY COULD NOT DE-ENERGIZE A 57KV LINE ADJACENT TO THE STRUCTURE DUE TO THE FAILURE OF ANOTHER LINE IN THE VICINITY. AS A RESULT, THE PILE DRIVING OPERATIONS HAD TO BE SUSPENDED UNTIL PGE COULD CLEAR THE LINE.

MY RECORDS SHOW THAT THE DAMAGED LINE WAS OUT OF COMMISSION FROM MAY 29 UNTIL JUNE 6. DURING THIS TIME, THE CONTRACTOR KEPT WORKING WITH A REDUCED CREW UNTIL JUNE 7, WHEN THE PILE DRIVING WORK WAS RESUMED.

I HAVE REVIEWED THE CLAIM ALONG WITH THE CIRCUMSTANCES AND I AM IN FAVOR OF GRANTING THE CONTRACTOR THE ADDITIONAL SEVEN DAYS. IT IS MY FEELING, HOWEVER, THAT SEVEN DAYS WILL NOT BE ENOUGH TO FINISH THE JOB, BUT THE CONTRACTOR HAS NO OTHER JUSTIFIABLE EXCUSE FOR CLAIMING ADDITIONAL DAYS.

E. Rodriguez

ENRIQUE RODRIGUEZ
RESIDENT ENGINEER

OE RE RME RCE
TE RECEIVED RSM
UE SEP 07 1977 RSC
SO REGION I RBI

ENCL.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8469 Contractor ROSS BROS. CONSTRUCTION INC.

Highway PETES MOUNTAIN ROAD

Section TUALATIN RIVER (WEIS) BRIDGE

Kind of Work STRUCTURE

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 13-day time extension of contract time due to delay in de-energizing a power line conflict affecting pile driving at Bent 1 and the excessive amount of time elapsed between the bid opening and the date the contract was first sent for execution.

Recommended for Approval:

Regional Engineer

for Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8469
Project designation	OS-0300(1) State-Federal
Date awarded	FEBRUARY 22, 1977
Work started	FEBRUARY 28, 1977
Per cent completed	95 SEPTEMBER 2, 1977 Date
No. of Workdays Allowed	180
No. of Workdays Used	186
No. of Added Workdays Requested	7

SP*07060-734

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 12, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 187 days, within which to complete our Contract No. 6469, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We requested a power shut down by Portland General Electric to accommodate our pile driving operations on June 1, 1977. Due to a power failure elsewhere PGE was unable to comply with our request; consequently we were unable to commence pile driving operations until June 8, 1977 thus the loss of seven (7) calendar days.

Respectfully submitted,

ROSS BROS CONSTRUCTION, INC.
Contractor

By Steve M. Ross vp

CONSENT OF SURETY

Date August 19, 1977

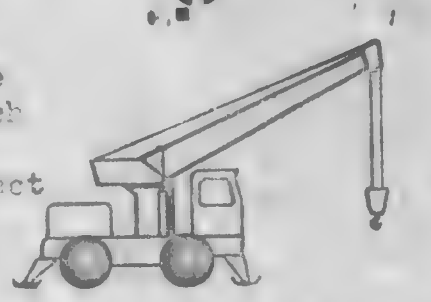
We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

CAROL J. ROYAL Carol J. Royal
Attorney-in-fact

(SEAL)

Leslie E. Davis
LESLIE E. DAVIS
Resident Agent

ROSS BROS. CONSTRUCTION, INC.



GENERAL
CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-[illegible]

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

August 11, 1977

Enrique Rodrique
18992 S. W. Shaw
Aloha, Oregon 97005

Re: Contract No. 8469
Tualatin River Bridge

Gentlemen:

Portland General Electric was notified several days in advance per their request for the power shut down to accomodate our pile driving operation at the south end of the bridge.

They could not comply with this at the time because of a power failure elsewhere. This was a very rare incident of which neither Ross Bros Construction or Portland General Electric had any real control.

By the time Portland General Electric shut the power off we had suffered a delay of one week. Since this delay was such that it could not be forseen and planned around we feel justified in filing for a seven (7) day extension in contract time.

Your consideration of this matter would be appreciated. Thank you very much.

Very truly yours,

ROSS BROS CONSTRUCTION, INC.

Paul C. Wolf

Paul C. Wolf
Engineer

PCW:lb

RECEIVED
AUG 19 1977
NOTED Res By Engineer

PGE
PORTLAND GENERAL ELECTRIC COMPANY
OREGON CITY DIVISION
707 MAIN STREET
OREGON CITY, OREGON 97045
(503) 655-6321

June 3, 1977

Steve Ross
Ross Bros., Inc.
3501 Brooklake Rd.
Salem, Oregon 97303

Dear Steve,

As you requested I am writing you this letter explaining the delay in getting clearance on a 57 KV line for your bridge construction.

You called in on June 1, 1977, requesting clearance on this 57 KV line but were told you could not have it due to another 57 KV line already being out of service which would not allow us to de-energize another line. We had expected to be able to give you clearance on this line on June 6, 1977, but due to the delay of getting the other line back in and having to take out a 115 KV line on Monday, June 6, we were not able to give you clearance until Tuesday, June 7, 1977.

Sorry to inconvenience you this way but due to our system we can only shut down so many lines without turning out lights.

Sincerely,

Cal Mohr
General Line Foreman
Oregon City Division

CM:pb

6/20/77
ER

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 3, 1977

FILE:

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: Weis Bridge Replacement Project
FA Project No. OS-0300(1)
Clackamas County Job No. GF-02677

TO: GEORGE HOPKINS
Local Government Programs Engineer

ATTN: DON HARWELL

Attached is a billing from Clackamas County for engineering work performed on this project. The bill is for $62.88 for preliminary engineering for January, 1977, and $174.28 for construction engineering for the month of February. The preliminary engineering has been checked and approved by the monitor we had assigned; however, we have some questions as to the construction engineering charge. To my knowledge we don't have an agreement covering construction engineering charges by the County, although there undoubtedly could be legitimate charges the County would want to make during the construction of this bridge. Do we need a formal agreement covering this, or should we just write a SFO to cover the County's charges? ✓

Contacted Dick Hacek - Need SFO - Informed Marion Craft
5/6/77
DR

[illegible]

MC/cr
cc Jon Rose
Winston Kurth
Hank Rodriguez

PROJECT MANAGEMENT

MAY 4 '77

REFER TO: Hal

FOR

Info	Investigate	R/D	Action	File	Letter	See me
						X

A

Don

Harris + Rodriguez

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

March 21, 1977

Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

PROJECT TITLE: Weis Bridge Replacement Project

PROJECT NO.: OSR-0300

PREFIX NO.: #203-1921

CLACKAMAS COUNTY JOB NO: GF-02677

Billing for costs incurred since prior billing on Weis Bridge Replacement Project under Safer Off System Roads funding.

January	$ 62.88	Preliminary Engineering	203-1921-903
February	$174.28	Construction Engineering	203-1067- 903
TOTAL	$237.16		

APPROVED
DATE 4-28-77
62.88 – 203-1921-903
Res. Engr.

Marion Craft contacted the County - They will not bill for these charges HP 4/8/77

Marion Craft
Res Const Engr
5-3-77

CE RE HME RCE
TE RECEIVED RSM
UE
SO REGION I RBI

C[illegible]KAMAS COUNTY DEPT. OF PUBLIC WORKS
MONTHLY CHARGES REPORT

N. 1977 [illegible] [illegible]

RIDGE

	DESCRIPTION	DATE	RATE	UNITS	LABOR	EQUIPMENT	MATERIALS
ARY ENG	WICHMAN, RODNEY	1-24-77	20.960	1.0	20.96		
ARY ENG	WICHMAN, RODNEY	1-31-77	20.960	2.0	41.92		
	TOTAL				62.88		
						TOTAL	62.88

Copies please

C KAMAS COUNTY DEPT. OF PUBLIC WORKS
MONTHLY CHARGES REPORT

JAN. 1977

GF02677 - WEIS BRIDGE

JOB CODE	DESCRIPTION	DATE	RATE	UNITS	LABOR	EQUIPMENT
31 PRELIMINARY ENG	WICHMAN, RODNEY	1-24-77	20.960	1.0	[illegible]	
31 PRELIMINARY ENG	WICHMAN, RODNEY	1-31-77	20.960	2.0	[illegible]	
	TOTAL				[illegible]	

CLACKAMAS COUNTY DEPT. OF PUBLIC WORKS
MONTHLY CHARGES REPORT

B. 1977 03/07/77 PAGE 01

IDGE

	DESCRIPTION		DATE	RATE	UNITS	LABOR	EQUIPMENT	MATERIALS
INEERING	WICHMAN, RODNEY		2-23-77	20.960	2.0	41.92		
TION ENG	WICHMAN, RODNEY		2-25-77	20.960	4.0	83.84		
TION ENG	EQUIPMENT NUMBER	200	2-25-77	1.650	3.0		4.95	
TION ENG	WICHMAN, RODNEY		2-28-77	20.960	2.0	41.92		
ION ENG	EQUIPMENT NUMBER	200	2-28-77	1.650	1.0		1.65	
	TOTAL					167.68	6.60	
							TOTAL	174.28

RKW

Consie
please
BLS

CLACKAMAS COUNTY DEPT. OF PUBLIC WORKS
MONTHLY CHARGES REPORT

FEB. 1977

6F02677 - WEIS BRIDGE

JOB CODE	DESCRIPTION		DATE	RATE	UNITS	LABOR	EQUIPMENT
32 DESIGN ENGINEERING	WICHMAN, RODNEY		2-23-77	20.960	2.0	[illegible]	
33 CONSTRUCTION ENG	WICHMAN, RODNEY		2-25-77	20.960	4.0	[illegible]	
33 CONSTRUCTION ENG	EQUIPMENT NUMBER	200	2-25-77	1.650	3.0		[illegible]
33 CONSTRUCTION ENG	WICHMAN, RODNEY		2-28-77	20.960	2.0	41.[illegible]	
33 CONSTRUCTION ENG	EQUIPMENT NUMBER	200	2-28-77	1.650	1.0		[illegible]
	TOTAL					167.68	[illegible]

8469

4-5-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
OS-0300(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-13

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-5-77	1-5-77	Non Federal-aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Tualatin River (Weis) Bridge Section"

GENERAL DESCRIPTION OF WORK:

One structure - Code X021 - Miles 0.74.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I concur that it is in the public interest to authorize the above work as requested in Mr. Rulien's 4-4-77 letter and you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $470,000 - Federal funds $343,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-5-77		FOr Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

4-5-77

8469 4

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -0300(1)
STATE PROJECT NO. See below
COUNTY NAME Clackamas
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. OS-13

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
[illegible]
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED
DATE AUTHORIZATION EFFECTIVE 11-16-77
FEDERAL ROUTE NUMBER Non Federal-aid
STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Tualatin River (Weis) Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $5,000 FF 3,900
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I concur that it is in the public interest to authorize the above work as requested in Mr. Rulien's 4-4-77 letter.

DATE 4-5-77
SIGNATURE OF APPROVING OFFICIAL
TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

April 4, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project No. OS-0300(1)
Tualatin River (Weis) Br. Section
Request for PS&E preparation &
Construction Authorization

The subject project required the preparation of a Negative Declaration and authorization was received to proceed with all phases of preliminary engineering necessary to obtain an approved final negative declaration. The final negative declaration was approved by your office on November 16, 1976; however, we inadvertently overlooked requesting authorization to proceed with the preparation of final plans and construction at that time.

We therefore request the following:

(1) Authorization to proceed with the phase of preliminary engineering necessary for the preparation of final plans as of November 16, 1976 at an estimated total cost of $5,000 with an obligation of $3,900 in federal funds.

(2) Authorization to proceed as of January 5, 1977 with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at an estimated total cost $470,000 with federal funds of $343,200.

CL:dh

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F284

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention of Mr. John McIntyre, Director
Department of Public Works

Request No. (assigned by staff engineer or head of division) cc-1714

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $180,700.94

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for Tualatin River (Weis) Bridge Section, Petes Mountain Road. Off-System Project. Covered by Agreement Dated 8/27/75	$140,700.94	
		To Be Retained		$40,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $180,700.94

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
203-1067-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N. Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8469

State

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-96	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	3-23-77	Project Number OS-0300(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,000	$ 564,940
Federal funds	$ 19,500	$ 367,493
Other revisions		

This modification is made for the following reasons:

Add the construction cost to the project

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

G-file

Oregon State Highway Division
Salem, Oregon, March 3, 1977

Federal Aid Project
No. OS-0300(1)

Tualatin River (Weis) Bridge
Pete's Mountain Road
Clackamas County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 29,500.00

Type Code X021
Weis Bridge #1654A (Sta. 5+95 to Sta. 9+85)

Mobilization	All Required		25,000.00
Bridge Removal Work	All Required		35,000.00
Shoring, Cribbing, Etc.	All Required		25,000.00
Structure Excavation	440 cu.yd.	12.00	5,280.00
Structure Excavation Below Elevation Shown	40 cu.yd.	27.00	1,080.00
Furnish Pile Driving Equipment	All Required		9,000.00
Furnish HP 12X53 Steel Piling	990 lin.ft.	8.00	7,920.00
Drive Steel Piles	990 lin.ft.	1.60	1,584.00
Three Tube Metal Railing	850 lin.ft.	33.00	28,050.00
Guard Rail in Stockpile	All Required		3,000.00

Alternate "A"

Structural Concrete, Class 3300 (560 cu.yd.)	All Required		95,000.00
Structural Concrete, Class 4000 (310 cu.yd.)	All Required		45,000.00
130'-135' Bulb Tee Prestressed Beams	18 only	7,780.00	140,040.00
Reinforcement (186,000 lb.)	All Required		50,000.00
			$470,954.00

Anticipated Items

On-the-Job Trainees (1 at $800)	All Required		$ 800.00
	Subtotal		$471,754.00
	Engineering		63,686.00
	Total		$535,440.00

Length of Structure - - - - - - - - - - 0.074 Mile

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 29,500.00	$ 11,700.00	$ 17,800.00
Weis Bridge	535,440.00	355,793.00	179,647.00
Total	$565,940.00	$367,493.00	$197,447.00

Group 1	100%
Contract No.	8469
Prefix No.	203-1067
Prefix No.	203-1921

8469

STATE COPY

15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-156	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-16-76	ate Oregon County Clackamas Project No. OS-0300(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S. City Limits (W. Linn) S. 0.74 Mile

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-21-76	0.74
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 25,000	FEDERAL FUNDS $ 19,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Glen files

Oregon State Highway Division
Salem, Oregon, November 8, 1976

Federal-Aid Project
No. OS-0300(1)

Tualatin River (Weis) Bridge
County Road in Clackamas County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$ 25,000.00
	Total	$ 25,000.00

Length of Project - - - - - - - - - - - 0.74 Mile

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	County Funds
Field Work		$ 25,000.00	$ 19,500.00	$ 5,500.00
Retain in Program				
P.S. & E. Preparation		5,000.00	3,900.00	1,100.00
Contract		470,000.00	343,200.00	96,800.00
	Total	$470,000.00	$366,600.00	$103,400.00

Prefix No. 203-1921

Group 1 100%

OSR
Co - City

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 8, 1977

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 10 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. Winston Kurth
Deputy Director of Public Works
Clackamas County
902 Abernethy
Oregon City, OR 97045

Re: Tualatin River
Weis Bridge

Dear Sir:

I have reviewed the bids received on the Weis Bridge project due to the overrun of bids vs available off-system funds. The addition of the sidewalk which was not included in the original project request, plus the effects of inflation, seem to be the reasons for the overrun.

The suggestion to add a sidewalk to the structure was made due to the close proximity of the grade school. At the time the decision was made to add the walk it appeared it could be done within the available funds. The bids received would indicate that judgment to be in error.

We have discussed possible cost-cutting items with the low bidder, Ross Bros. They indicate a cost saving of $10,000 if the contract requirement for salvaging the bridge stringers for the County was deleted. I suspect that at today's conditions of cost and availability the bridge stringers are worth more to the County.

There is the potential for saving $3,000 if the guardrail at the bridge ends was deleted. The contractor would furnish used rail from his stockpile. The County would have to furnish and install the posts and install the rail.

The construction engineering allowance on this project is $42,457. This project should not require the full expenditure of that amount. Every effort will be made to hold down those charges.

PROJECT MANAGEMENT
FEB -9 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Hal - FRLD

Form 81-734-3122

If there are any further questions on the bids received, or possible cost-saving alternates, please feel free to call.

Sincerely,

Walter J. Hart
Bridge Engineer

WJH/cr
bc County-City
Resident Engineer Rodriguez
Construction
Bridge
Materials

OSB

207-1981,

39,434.00

207-2504

10,217

February 1, 1977

Mr. John McIntyre, Director
Department of Public Works
Clackamas County
Courthouse
Oregon City, Oregon 97645

Dear Mr. McIntyre:

On January 27, 1977 a satisfactory bid was received from Ross Brothers Construction, Inc., Salem, 97303, for the Tualatin River (Weis) Bridge Section, Off-System Project No. OS-~~0200(1)~~.
0300(1)

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$470,954.00
Anticipated Additional Items	
On-the-Job Trainee	800.00
Contingencies (4-1/2%)	21,228.93
Engineering (9%)	42,457.86
Estimated Total Cost	$535,440.79
County's Project Request for Off-System Funds	$470,000.00
Less County and State PE Costs	15,205.32
Off-System Funds to be Used for Construction	$454,794.68
Estimated Cost of Construction	$535,440.79
Less Off-System Funds	454,794.68
County Costs (100%)	$ 80,646.11
Match Funds (22% of $454,794.68)	100,054.83
County's Advance Deposit	$180,700.94

Note additional PE costs 5600.00

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Please make your check in the amount of $180,700 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N. E. Glisan Street, Portland, 97213.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP/HR:sch

bc w/att: Jon Rose - Upon receipt of county's check, notify Virgil Boyd at 378-6396, attach a copy of the notification of advance deposit No. AD-259 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TUALATIN RIVER BR (WEIS)	CONT NO		FA PROJ NOS	OS	300001 100				STATE
	203	1921	296	00	N 9		19,500.00CR	20,200.00CR	20,200.00CR
	203	1921	297	00	N 9			700.00	700.00
	203	1921	298	00	N 9		19,500.00	19,500.00	19,500.00
	203	1921	901	00	P 1	Resident Eng.		1,386.52CR	479.06
	203	1921	903	00	P 1	Local Agency		2,542.71	2,542.71 — County Forces
	203	1921	905	00	P 1	Final Design		122.40	160.60
	203	1921	906	00	P 1	Bridge	1,025.55	9,468.70	13,484.77 — Free design
	203	1921	914	00	P 1	Utility Liaison			142.67
	203	1921	918	00	P 1	Hydrology		1,176.30	3,200.13 +
	203	1921	920	00	P 1	Program	45.50	45.50	45.50
	203	1921	921	00	P 1	Specs	247.80	539.80	539.80
	203	1921	923	00	P 1	Environ	7.28	1,835.07	2,026.03
	203	1921	923	00	N 1			25.11	25.11
	203	1921	924	00	P 1	ODOT		61.36	61.36
	203	1921	926	00	P 1	Foundation		712.32	5,845.99 ×
	203	1921	980	00	P 1	Hearing		61.36	61.36

P.E.

Countire org est $462,000

program $ 22,000

$ 101,626

OTAL TO DATE JOB COST SUMMARY DECEMBER 1976 PAGE 453

SCRIPTION OF JOB OR DEPARTMENT		PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
				TOT	P1	1,326.13	15,179.00	28,589.98	
				TOT	W1		25.11	25.11	
				** JOB TOTALS **		1,326.13 **	15,204.11 **	28,615.09 **	
FIVE CLACKAMAS CO RD LOCATION	CONT NO		FA PROJ NOS	HWS	005021 100				STATE
	203	1923	296	00	N 9	35.72CR	35.72CR	35.72CR	
	203	1923	298	00	N 9	35.72	35.72	35.72	
	203	1923	905	00	P 1	16.72	56.41	56.41	
				TOT	P1	16.72	56.41	56.41	
				** JOB TOTALS **		16.72 **	56.41 **	56.41 **	
NE 2ND ST CITY OF CANBY	CONT NO		FA PROJ NOS	OS	301001 100				STATE
	203	1927	295	00	N 9		2,202.40	2,202.40	
	203	1927	296	00	N 9		2,202.40CR	2,202.40CR	
	203	1927	905	00	P 1		106.72	106.72	
	203	1927	911	00	P 1		122.72	122.72	
	203	1927	924	00	P 1		25.24	25.24	
				TOT	P1		254.68	254.68	
				** JOB TOTALS **		**	254.68 **	254.68 **	
SE BELL AVE-SE [illegible] AVE	CONT NO		FA PROJ NOS	M	714001 100				STATE
	203	1929	295	00	N 9		1,004.86CR	1,004.86CR	
	203	1929	298	00	N 9		1,004.86	1,004.86	

FAU/OSR

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 3, 1977

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: RIGHT-OF-WAY AFFIDAVITS
Kruse Way FAU Project
Weis Bridge OSR Project
Clackamas County

Here are two affidavits completed and signed by Clackamas County commissioners certifying that right-of-way was properly secured for the Kruse Way landscaping project and the Weis Bridge off-systems road project. Right-of-Way Supervisor Ken Rolfe discussed these with Winston Kurth of Clackamas County and he is satisfied that everything is in order.

These are forwarded to you for your use.

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
JAN 4 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

PROJECT MANAGEMENT
JAN - 4 77
REFER TO

Info	Investigate	R/D	Action	File	Letter	See me

ldo/ggw

Attachments

cc: Region 1 w/attachments
Ken Rolfe W/attachment

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
JAN 4 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attention: County-City Unit

Subject: Federal Aid Project No. OS-0300(1)
Project Name Tualatin River (Weis) ~~Bridge Section~~
Petes Mountain Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 21 day of Dec, 1976

County of Clackamas

Stan Skoko
Chairman

Commissioner

Commissioner

c.c. J.B. Boyd
D. F. Swan
Jim Chidsey
C.T. Keasey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8469

1

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

16591
Serial 698
13 December 1976

NOTED
E. S. HUNTER

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed a permit for your proposed replacement bridge across the Tualatin River near West Linn, Oregon. Your attention is directed to the special conditions of the permit.

Should you require falsework for the prupose of erecting the bridge, a separate permit is required. It can be issued by this office and normally no additional public notice is required. Usually a permit for falsework can be issued within one week.

It is requested you inform me at the time of start of construction and at monthly intervals until completion of the work. It is suggested the report include a xerox copy of permit drawings with color-pencil marking of the work performed. A final report is required on completion stating the bridge was constructed according to the approved plans. Note Special Condition No. 1 of the permit specifies there shall be no deviations from these plans without prior approval from the Commandant in Washington, D.C.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Bridge Permit (104-76)

RECEIVED
STATE HWY ENGR
DEC 15 '76
REFER TO
Bridge
FOR

cy [illegible]
[illegible]
Region I
12-15-76

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(104-76)

DEC 7 1976

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across the Tualatin River at West Linn, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated May 1976 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

DEC 7 1976

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Army Corps of Engineers, Portland District; State of Oregon: Division of State Lands; Department of Environmental Quality, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

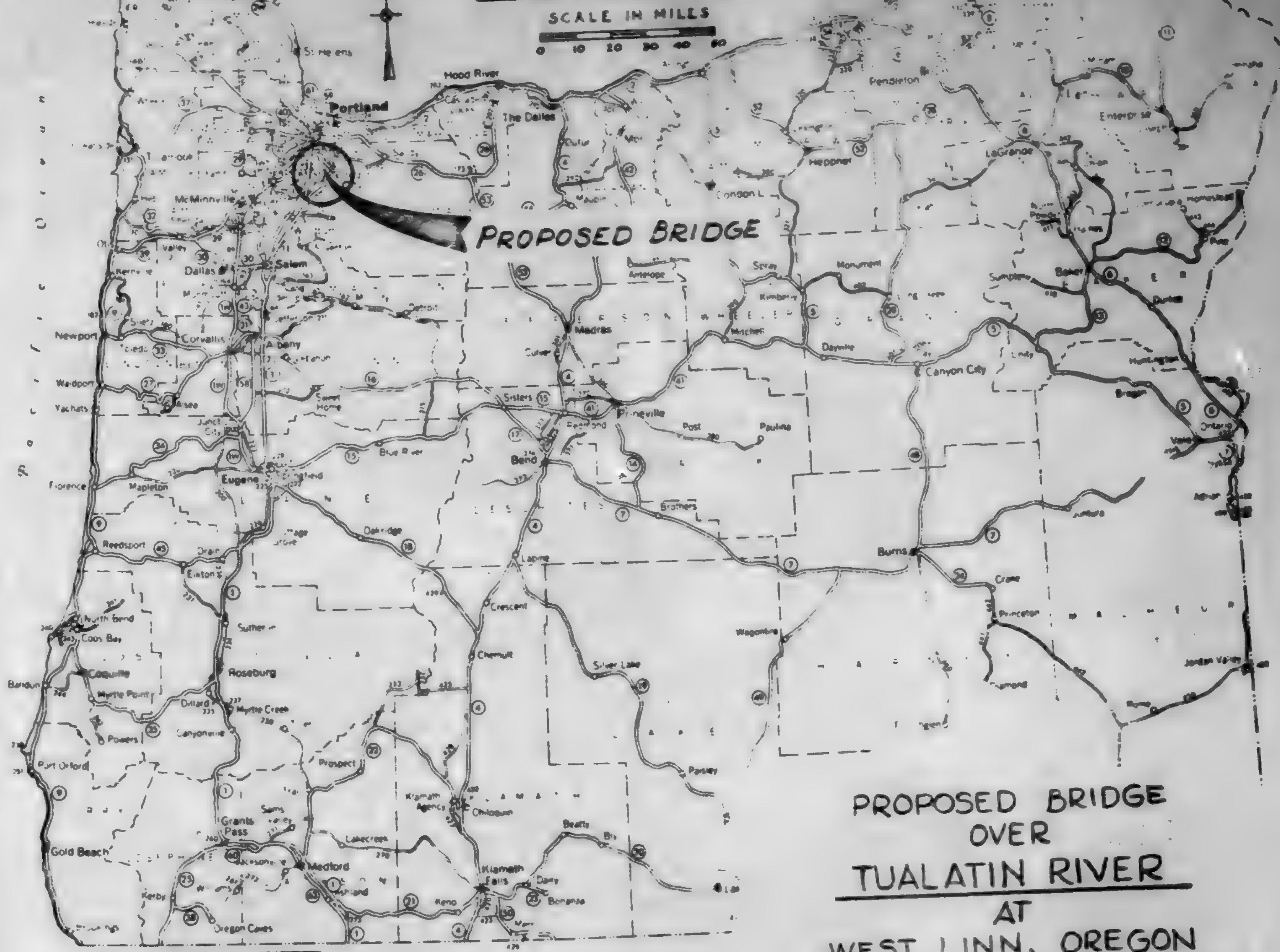
4. All parts of the existing to be replaced bridge, mile 0.2, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 0.2, will be allowed for such removal and clearance.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

RDHodges

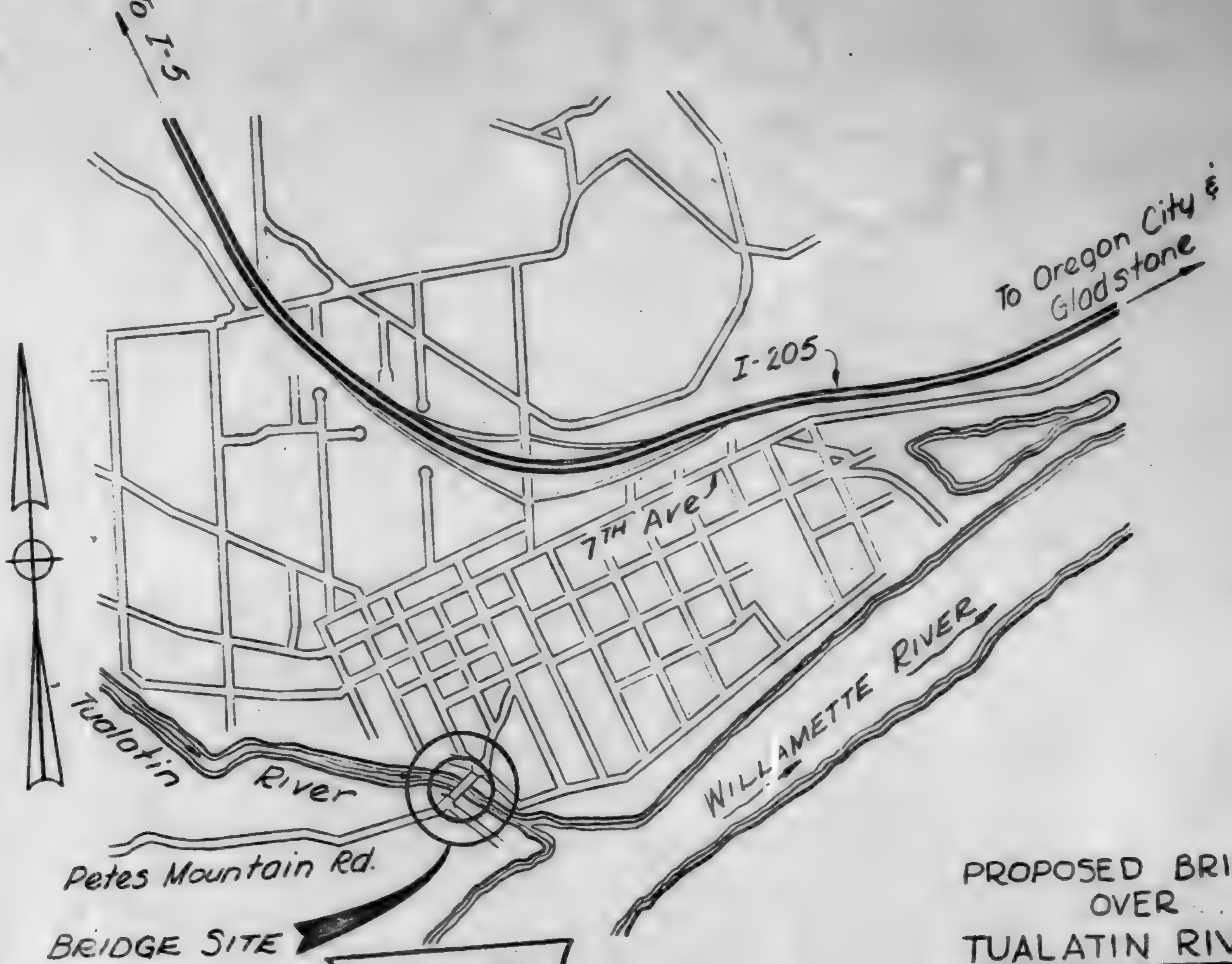
R. D. HODGES
Captain, U.S. Coast Guard
Chief, Bridge Division
By direction of the Commandant

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Portland
St Helens
Hood River
The Dalles
Pendleton
Heppner
LaGrande
Enterprise
McMinnville
Dallas
Salem
Newport
Corvallis
Albany
Madras
Prineville
Bend
Eugene
Florence
Reedsport
Burns
Canyon City
Baker
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Medford
Klamath Falls
Gold Beach
Port Orford

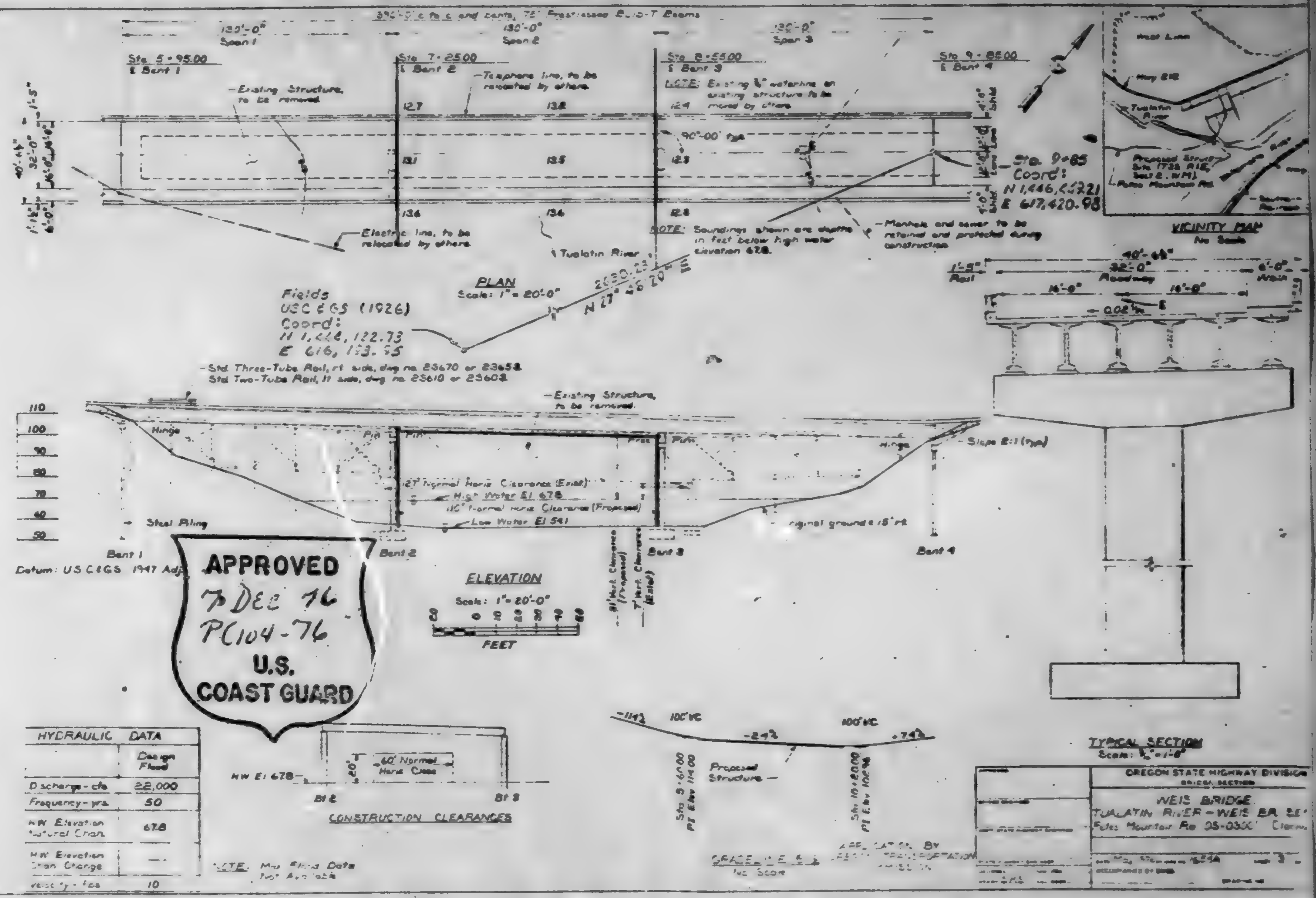
PROPOSED BRIDGE
OVER
TUALATIN RIVER
AT
WEST LINN, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
May 1976 SHEET 1 OF 3

APPROVED
7 DEC 76
P(104-76)
U.S.
COAST GUARD


To I-5
To Oregon City &
Gladstone
I-205
7TH Ave
Tualatin
River
Petes Mountain Rd.
BRIDGE SITE
WILLAMETTE RIVER

APPROVED
7 DEC 76
P (104-76)
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
TUALATIN RIVER
AT
WEST LINN, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
May 1976 SHEET 2 OF 3


390'-0" c to c end cents, 72" Prestressed Bulb-T Beams
130'-0"
Span 1
130'-0"
Span 2
130'-0"
Span 3
Sta 5+95.00
℄ Bent 1
Sta 7+25.00
℄ Bent 2
Sta 8+55.00
℄ Bent 3
Sta 9+85.00
℄ Bent 4
-Existing Structure, to be removed
-Telephone line, to be relocated by others
NOTE: Existing ¾" waterline on existing structure to be moved by others
90°-00' typ
127
138
124
131
135
123
136
136
123
-Electric line, to be relocated by others
℄ Tualatin River
NOTE: Soundings shown are depths in feet below high water elevation 678.
-Manhole and sewer to be retained and protected during construction
Sta. 9+85
Coord:
N 1,446,[illegible]
E 617,420.98
40'-4½"
32'-0"
16'-0"
16'-0"
1'-5"
1'-1½"
6'-0"
PLAN
Scale: 1" = 20'-0"
2630.23
N 27° 46' 20" E
Fields
USC&GS (1926)
Coord:
N 1,444,122.73
E 616,153.55
-Std Three-Tube Rail, rt side, dwg no 23670 or 23658
Std Two-Tube Rail, lt side, dwg no 23610 or 23603
-Existing Structure, to be removed.
110
100
90
80
70
60
50
Hinge
Pin
Pin
Pin
Pin
Hinge
-Slope 2:1 (typ)
127' Normal Horiz Clearance (Exist)
High Water El 678
110' Normal Horiz Clearance (Proposed)
Low Water El 541
Steel Piling
Original ground @ 15' rt
31' Vert. Clearance (Proposed)
7' Vert. Clearance (Exist)
Bent 1
Bent 2
Bent 3
Bent 4
Datum: US C&GS 1947 Adj
ELEVATION
Scale: 1" = 20'-0"
FEET
VICINITY MAP
No Scale
West Linn
Hwy 212
Tualatin River
Proposed Structure Site T2S R1E, Sec 2, W.M.
Fales Mountain Rd
Southern Pacific
40'-4½"
1'-5"
Rail
32'-0"
Roadway
6'-0"
Walk
16'-0"
16'-0"
0.02'/ft
TYPICAL SECTION
Scale: ⅛" = 1'-0"
-1.14%
100' VC
-2.4%
100' VC
+7.4%
Sta 9+60.00
PI Elev 114.00
Sta 10+20.00
PI Elev 106.98
Proposed Structure
GRADE LINE & [illegible]
No Scale
HW El 678
20'
60' Normal Horiz Clear
Bt 2
Bt 3
CONSTRUCTION CLEARANCES

APPROVED
7 Dec 76
PC104-76
U.S.
COAST GUARD

HYDRAULIC DATA	
	Design Flood
Discharge - cfs	22,000
Frequency - yrs	50
HW Elevation Natural Chan.	67.8
HW Elevation Chan Change	—
Velocity - fps	10

NOTE: Max Flood Data Not Available

APPLICATION BY [illegible] TRANSPORTATION [illegible]

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
WEIS BRIDGE
TUALATIN RIVER - WEIS BR. SEC.
Fales Mountain Rd 05-0300 Clackamas
[illegible] 1654A
3

84 6.9

13

841-H

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

30 November 1976

A PERMIT TO place fill in connection with the widening of the I-5 bridge over the Tualatin River. The construction requires the placement of concrete piers & footings, 300 cy of special footing backfill, 300 cy of stone riprap placed on the south bank & 35 cy of riprap in two lined ditches on the north bank

AT near Tualatin, Oregon in the Tualatin River mile 8.2

HAS BEEN ISSUED TO Oregon Dept. of Transportation **ON** 30 November 1976

ADDRESS OF PERMITTEE
212 State Highway Building
Salem, OR 97310

PERMIT NUMBER
002089(Tualatin River-Fill)

for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—418-598

Orig. permit, cpy sticker: Gen. Files

Cpy permit & sticker: Keasey, Ellison, Versteeg
Terpin, Rulien, Region 1

Orig. sticker, cpy permit: Cecil Head:
Please mail sticker to Resident
Engineer with signed copy of
contract when let.

Application No. 071-OYA-4-002089

Name of Applicant OREGON DEPARTMENT OF TRANSPORTATION

Effective Date 30 Nov 76

Expiration Date (If applicable) 30 Nov 79

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 5 March 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem, OR 97310

(Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill in connection with the widening of the I-5 Bridge over the Tualatin River. The construction requires the placement of concrete piers and footings, 300 cubic yards of special footing backfill, 300 cubic yards of stone riprap placed on the south bank and 35 cubic yards of riprap in two (2) lined ditches on the north bank for storm sewer outfalls.

(Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Tualatin River mile 8.2

(Here to be named the ocean, river, harbor, or waterway concerned.)

~~at~~ near Tualatin, Oregon

(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002089 (Tualatin River-Fill)

subject to the following conditions:

I. **General Conditions:**

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ENG FORM 1 APR 74 1721 EDITION OF JUNE 1968 IS OBSOLETE. (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 30 day of Nov, 19 77, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 30 day of Nov, 19 79, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~**MAINTENANCE DREDGING:** (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ee. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal Permit No. 1097.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Frank E. [illegible] 11-29-76

PERMITTEE DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

30 November 1976

DATE

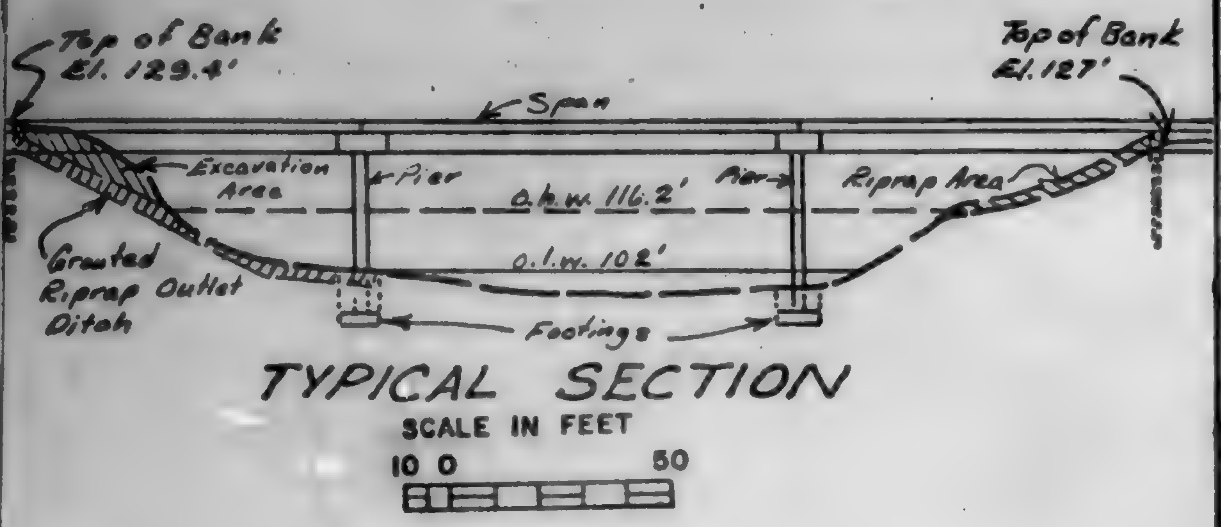
HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

AJ Heineman
By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE DATE

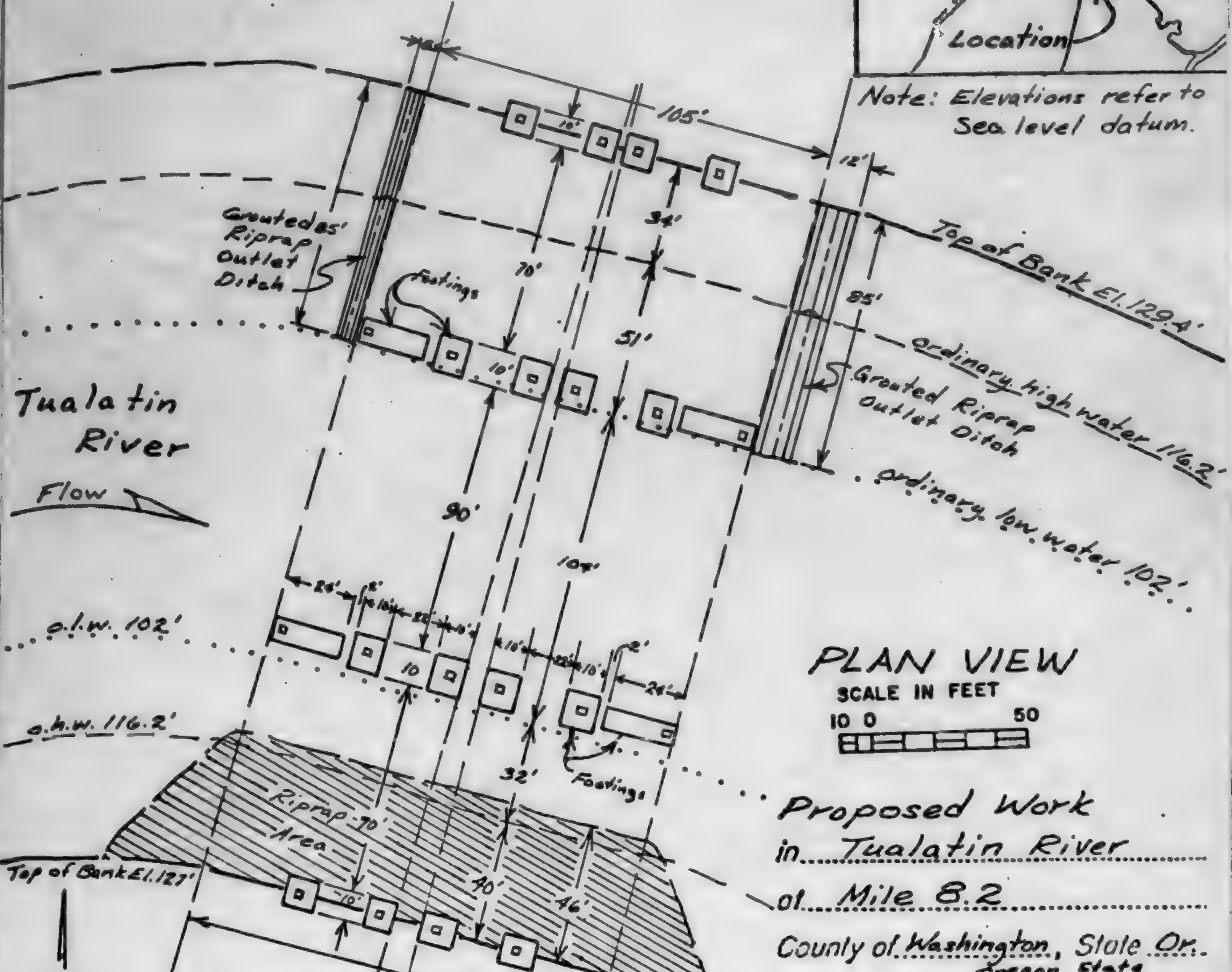
002089 (Tualatin River-Fill)


Top of Bank
El. 129.4'
Top of Bank
El. 127'
Span
Excavation Area
Pier
Pier
Riprap Area
o.h.w. 116.2'
o.l.w. 102'
Grouted Riprap Outlet Ditch
Footings
SCALE IN FEET
10 0 50

TYPICAL SECTION

N
Tualatin
Tualatin
River
Location

Note: Elevations refer to Sea level datum.


105'
10'
12'
34'
70'
51'
85'
Grouted Riprap Outlet Ditch
Footings
Top of Bank El. 129.4'
ordinary high water 116.2'
Grouted Riprap Outlet Ditch
ordinary low water 102'
Tualatin River
Flow
90'
104'
24'
2'
10'
10
o.l.w. 102'
o.h.w. 116.2'
2'
24'
32'
Footings
Riprap Area
70'
40'
46'
10'
Top of Bank El. 127'
109'
N
SCALE IN FEET
10 0 50

PLAN VIEW

Proposed Work
in Tualatin River
at Mile 8.2
County of Washington, State Or.
Application by Oregon State Highway Division
5 March 1976 Date

8469

ENV 2-1

November 15, 1976
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

L. W. Rulien
Program Management Engineer

Tualatin River (Weis) Bridge
Pete's Mountain Road
County Road # ____
Clackamas Highway
Federal Aid Project Number
05-0300 (1)

The Tualatin River (Weis) Bridge Project has been scheduled for a December contract letting. The project is located in Clackamas County on Pete's Mountain Road. The proposed construction will replace an existing bridge structure.

By improving the capacity of Weis Bridge, some heavy truck traffic using other routes to I-205 and Oregon 212 from the Pete's Mountain area south of the Tualatin River would follow this route instead because it is more direct. An increase in heavy truck traffic raises a concern about potential noise impacts on Pete's Mountain Road because of the sensitive receptors located on it (four residences and elementary school).

The likelihood of significant noise impacts is slight for several reasons. The low existing (750) and projected 1990 ADT (1600) coupled with the small percentage of trucks on Pete's Mountain Road (1% to 3%) effectively precludes significant noise impacts as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3.

Assuming a 5% grade and a 5% mix of truck traffic, the L_{10} 70 dBA level extends 4 feet from the edge of the pavement with 1975 traffic volumes and 25 feet from the edge of the pavement with 1990 traffic volumes. The NCHRP Report 117/144 traffic noise prediction method was used to establish these projections.

The increase in heavy truck traffic as a result of removing the weight limit would be small. The increase would consist primarily of combination unit trucks, as most single unit trucks weigh under 40,000 lbs. and can use the existing bridge. Approximately 40 to 50 combination unit trucks in the vicinity would use the replacement bridge annually in lieu of existing routes. These trucks are involved in selective logging operations.

There is a possibility of additional noise generation on the hill approaching the bridge produced by exhaust braking of combination unit trucks coming down Pete's Mountain Road towards the bridge. Should truck noise become excessive, exhaust braking may have to be regulated.

Another source of increased heavy truck traffic over the Weis Bridge would be heavy construction trucks serving development in the Pete's Mountain Area.

However, replacement of the bridge structure is not expected to stimulate building activity in the Pete's Mountain area. Residential construction is controlled by the Comprehensive Plan of Clackamas County. Land uses in the Pete's Mountain area fall into three categories.

Rural, with a maximum density of one dwelling unit per five acres.

Agricultural, with a maximum density of one dwelling unit per five acres.

Forestry, with a maximum density of one dwelling unit per twenty acres.

The currently planned subdivisions of record located within the Pete's Mountain area will probably continue to develop as planned. The availability of water and sewage systems and the Comprehensive Plan will have a greater effect in controlling growth in this area than increased access to it.

The new construction would not relocate traffic lanes or significantly increase traffic volumes. It is not anticipated that any perceivable traffic noise level increases or changes would occur. Therefore, this project should not cause any significant traffic noise impacts.

GAP:SL:cjh

8469 11-5-76 P

FINAL NEGATIVE DECLARATION

Weis Bridge Replacement
Pete's Mountain Road
Off System Project
Clackamas County

841-P

Project Description

The proposed bridge project is located on the southwest limits of the City of West Linn where Pete's Mountain Road crosses the Tualatin River.

This proposal calls for replacing an existing two-lane bridge which has a 20 ton load limit and is restricted to one-lane traffic for buses and trucks. The existing bridge, constructed in 1931, consists of 12-20' wooden pile bent approaches with a 150' steel deck truss. The bridge has a 19' roadway with 9.5' travel lanes.

The proposed structure would be designed for current truck loading (40 tons) and would consist of 3-130' spans constructed with precast concrete "T" beams. The deck would be concrete construction and would be 40.5' wide with a 32' roadway. The travel lanes would be 12' wide with 4' shoulders and there would be a 6' sidewalk on one side. The 12' bridge lanes would be tapered along the approaches to match the existing 10' roadway lanes. Protective guardrails would be installed at the approaches. No additional right-of-way or easements would be required.

Project Purpose

The puppose of the proposed project is to replace a structurally deficient and functionally obsolete bridge having substandard load limits with a structure that will meet current design standards and provide greater convenience and safety to the motoring public.

In 1951 it was necessary to rebuild both bridge approaches. Up until 1971, it was maintained by the County Bridge Department, but deterioration of the structure progressed. In 1971, severe deterioration of all pile bents was discovered, with several rotted completely, and several sway and tower bracings were broken off. The bridge was closed and in 1972 the approaches were rebuilt again.

Presently, the deck shows deterioration, the two main piers supporting the main truss show signs of scour, and the main truss needs to be cleaned and painted.

The primary limiting factor is the prohibition of vehicles weighing over 20 tons, which prevents use of the bridge by heavy trucks. Heavy trucks presently follow a circuitous routing.

With the construction of the proposed structure, the width would be increased to 32 feet and the load limit would be removed, allowing heavy truck traffic.

Project Alternatives

The only alternative available to the proposed project is the no-build option, in which the present structure and alignment would be retained. This option would not solve the immediate problems of the load limit, structural condition of the bridge, and one way traffic for busses and trucks. Increases in traffic in the Pete's Mountain area will cause these problems to reach a critical state, ultimately requiring major modifications or replacement of the existing structure. The modifications required to bring the bridge structure up to current design standards would cost nearly as much as a new structure.

Existing Environmental Setting

Weis Bridge crosses the Tualatin River 1,000 feet upstream from its confluence with the Willamette River. The Tualatin River banks slope steeply at the crossing. Pete's Mountain Road gains 600 feet of elevation within the first 1.3 miles south of the bridge, and climbs a steep grade from the bridge northward into West Linn. The river banks are lined by mixed hardwoods, such as bigleaf maple, white oak, Oregon oak, red alder and cottonwood, along with Douglas fir and fairly dense undergrowth. This setting provides a prime habitat for small fur-bearing mammals (game and nongame), deer and birds (including heron). The Tualatin River carries significant runs of steelhead, coho and other salmon, though impoundment and pollution from upstream sources reduce this potential. Cutthroat trout inhabit the faster moving stretches of the river, while warm water species inhabitat slower portions. Soil type at the bridge site is Olympic silt loam.

The Tualatin River at the bridge site forms the Portland Urban Area boundary. To the north of the bridge site is the City of West Linn. This area is primarily suburban residential in character. Between State Route 212 and the Weis Bridge there are four residences fronting on the main route in addition to Willamette Grade School on 12th Street, which involves a two block section.

The area south of the river served by Pete's Mountain Road is rural in character. There are a maximum of eight to ten single family dwellings, most of them concentrated in the vicinity of the bridge.

Pete's Mountain Road serves several recreational facilities south of West Linn, which are rapidly increasing in use. The bridge is located near Clackamas County's Hebb Park and Boat ramp, Sanderlie Public Golf Course and Equestrian Center Northwest.

The projected recreational use of Hebb Park is about 500 people daily. Sanderlie Public Golf Course presently has an average daily traffic of 350 vehicles per day, and Equestrian Center Northwest has an average of 200 per day on weekends. Several horse shows a year attract 1,000 or more people daily.

Two school buses which serve Willamette Grade School detour six miles to bypass the bridge. There has been no administrative decision by school authoriities not to use Weis Bridge just because of the low load limit and narrowness of the bridge. The primary reason the bridge is not being used by school buses is the fact that there have not been enough students between Weis Bridge and the Pete's Mountain-Shaffer Road intersection to warrant its use. The steep hill is also a deterent to bus service and there are an insufficient number of areas to load and unload passengers. If there were an increase in demand for bus service in that area, school authorities may re-evaluate the possibility of a route over Weis Bridge.

Existing ADT (1975) on the Pete's Mountain Road is 750. 1990 ADT as projected in the 1990 CRAG Interim Transportation Plan is 1600, a two fold increase in traffic.

Noise and air quality are not now significantly affected on Pete's Mountain Road because of the low volume of traffic and the vehicle weight restrictions prohibiting heavy traffic on the Weis Bridge.

Power lines cross the river diagonally downstream from the bridge, and telephone lines parallel the bridge just upstream. Neither is attached to the structure. There is an existing sewer manhole located directly beneath the northeast end of the bridge serving a sewer line coming from the Willamette Park area. There are no plans to extend any lines from this manhole; however, it is planned to utilize another sewer manhole approximately 50 to 60 feet north of the bridge for extension of the sewer system. The extension will follow the north side of the Tualatin River above the river banks to Ostman Drive and proceed northerly across Highway 212. There is a privately owned line attached to the southeast side of the bridge, which serves two residences on the southerly end of the bridge.

Environmental Impacts

The impacts of this proposal to the natural environment would be limited to water quality impacts during the period of construction.

Footings of the old bridge structure would be removed completely. The treated timber materials (decking, stringer caps, etc.) would be salvaged and reused by the county. The superstructure is steel and salvageable and would become the property of the contractor. Section 202 of the Standard Specifications for Highway Construction lists Highway Division requirements for the removal of structures. Other details of bridge removal have not been determined as of this time. The project will require roughly 3,000 cubic yards of borrow, probably from commercial sources.

The Division of State Lands, the Oregon State Fish and Wildlife Department and the National Marine Fisheries Service commented upon in river work associated with the proposal.

The following summarizes comments received from these agencies.

1. Removal of riparian vegetation along the Tualatin River should be kept at a minimum.
2. Efforts should be made to control erosion, and all turbid water shall be kept out of the Tualitan River.
3. All fuel, oil, and concrete residues shall be kept away and out of the river.
4. Instream work should be conducted during July 15 to September 15 to prevent possible impacts to fish life.
5. Construction should not affect migration of anadromous fish and bridge supports should be placed to preclude debris buildup which may block passage of fish.
6. The stream shall not be diverted from the natural bed.
7. Waste materials and spoils shall be placed above the bankline.

Adherence to these provisions would preclude the proposal from having significant effects upon the natural environment.

The State Historic Preservation Office has indicated that replacement of the existing bridge in the same location would not impact any cultural resources.

By improving the capacity of Weis Bridge, some heavy truck traffic using other routes to I-205 and Oregon 212 from the Pete's Mountain area south of the Tualatin River would follow this route instead because it is more direct.

An increase in heavy truck traffic raises a concern about potential noise impacts on Pete's Mountain Road because of the sensitive receptors located on it (i.e. the four residences and elementary school discussed in the Existing Setting).

The likelihood of significant noise impacts is slight for several reasons. The low existing (750) and projected 1990 ADT (1600) coupled with the small percentage of trucks on Pete's Mountain Road (1% to 3%) effectively precludes significant noise impacts as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3.

Assuming a 5% grade and a 5%* mix of truck traffic, the L_{10}70 dBA level extends 4 feet from the edge of the pavement with 1975 traffic volumes and 25 feet from the edge of the pavement with 1990 traffic volumes.

The increase in heavy truck traffic as a result of removing the weight limit would be small. The increase would consist primarily of combination unit trucks, as most single unit trucks weigh under 40,000 lbs. and can use the existing bridge. Approximately 40 to 50 combination unit trucks in the vicinity would use the replacement bridge annually in lieu of existing routes. These trucks are involved in selective logging operations.

There is a possibility of additional noise generation on the hill approaching the bridge produced by exhaust braking of combination unit trucks coming down Pete's Mountain Road towards the bridge. Should truck noise become excessive, exhaust braking would be regulated.

Another source of increased heavy truck traffic over the Weis Bridge would be heavy construction trucks serving development in the Pete's Mountain area.

However, replacement of the bridge structure is not expected to stimulate building activity in the Pete's Mountain area. Residential construction is controlled by the Comprehensive Plan of Clackamas County. Land uses in the Pete's Mountain area fall into three categories.

Rural, with a maximum density of one dwelling unit per five acres.
Agricultural, with a maximum density of one dwelling unit per five acres.
Forestry, with a maximum density of one dwelling unit per twenty acres.

The currently planned subdivisions of record located within the Pete's Mountain area will probably continue to develop as planned. The availability of water and sewage systems and the Comprehensive Plan will have a greater effect in controlling growth in this area than increased access to it.

West Linn lies within the [illegible] Metropolitan Special Air Quality Maintenance Area but it is not anticipated that the project will directly or indirectly cause the air quality standards of this area to be exceeded.

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*Higher than the actual mix of 1% to 3%.

The project would not affect any of the park lands discussed in the Existing Setting.

Closure of the bridge site for removal of the existing structure and construction of the new bridge is expected to last between three and six months.

The primary detour around Weis Bridge having the shortest possible travel distance is Shaffer Road, Mountain Road, Turner Road, and State Route 212. Another possible route would utilize Shaffer Road, Mountain Road, Stafford Road, Dayton Road, and State Route 212. Although this latter route is a little longer than the first one, the roadway is wider and fewer curves exist. Another detour would be I-205. This detour would be similar to the second one except that in place of Dayton Road and Highway 212, a longer section of Stafford Road would be used to the freeway (I-205) and the freeway utilized to either Oregon City or Portland. The advantage of this route would be higher speeds which could result in the shortest travel time to Oregon City or Portland. This may be the best alternative of all three detour routes.

The residents who would be directly affected live directly south of the bridge on Pete's Mountain Road. Being accustomed to traveling a short distance to the freeway and walking across the bridge to school, it would be necessary to travel south on Pete's Mountain Road to Shaffer Road and use one of the detour routes discussed above.

Those residents living south or west of the Pete's Mountain Road-Shaffer Road intersection will not be as affected and can easily use any of the detour routes being considered.

Citizen Involvement

On April 15, 1976 at 7:30 p.m. an informal public meeting was held at the Willamette Grade School for the purpose of informing the local citizens of the scope of the project and to allow the citizens an opportunity to comment.

The citizens attending this meeting were allowed two weeks for any written response none of which has been received.

Citizen concerns consisted of whether or not the existing bridge would remain during the construction period; if provisions would be made for a walkway crossing the river during construction of the bridge; increased speeds due to upgrading the bridge structure and approaches; damages to the existing road during construction;

where construction make-up site would be located; and what provisions would be made for the private water line attached to the existing bridge.

The existing bridge would not remain in place during the construction period because there is no other practical or feasible location for a new structure except within the existing right-of-way.

There would be no provisions made for a walkway crossing the river during construction of the project because of the problem of adequately protecting the pedestrian from construction operations and the nature of the topography which does not lend itself to constructing a safe, but temporary walkway.

With respect to increased speeds resulting from upgrading the bridge and approaches, present traffic control on the north side of the bridge is posted 25 mph and Clackamas County plans to submit a request to the Oregon State Speed Control Board to establish speed limits on the south side after construction is completed.

Regarding the question of damages to the road, there should not be much heavy equipment involved in the project. Construction equipment will be transported on County roads and any damage occuring would be minimal.

The contractor's make-up site for the project would be coordinated with Clackamas County and the City of West Linn so that it would be located conveniently yet not be detrimental to the local residents, traffic patterns, or jeopardize the safety of the public.

Owners of the private water line attached to the existing bridge have been notified in advance by Clackamas County and the City of West Linn that they would be required to provide for relocation of the water line at their own expense.

In summary, at the informational hearing there were no adverse comments to the construction of the Weis Bridge project. Even though all persons listed on the interested parties list were notified in addition to distribution of two hundred and fifty flyers to residences and public places, only sixteen citizens attended the meeting.

BASIS FOR NEGATIVE DECLARATION

The proposed project is needed to replace an obsolete and substandard bridge which provides access to a residential and recreation area. The benefits accruing to the public in the provision of an adequate and safe structure for the majority of highway traffic, as well as in the reduction of future maintenance costs, will outweigh any temporary inconvenience to the road user. Detrimental effects to the natural and cultural environment would not be appreciable.

Notice of the release of the Draft Negative Declaration for the Weis Bridge Replacement was placed in the Enterprise Courier, Oregon City, on Friday, Oct. 1, 1976, by the Clackamas County Department of Public Works.

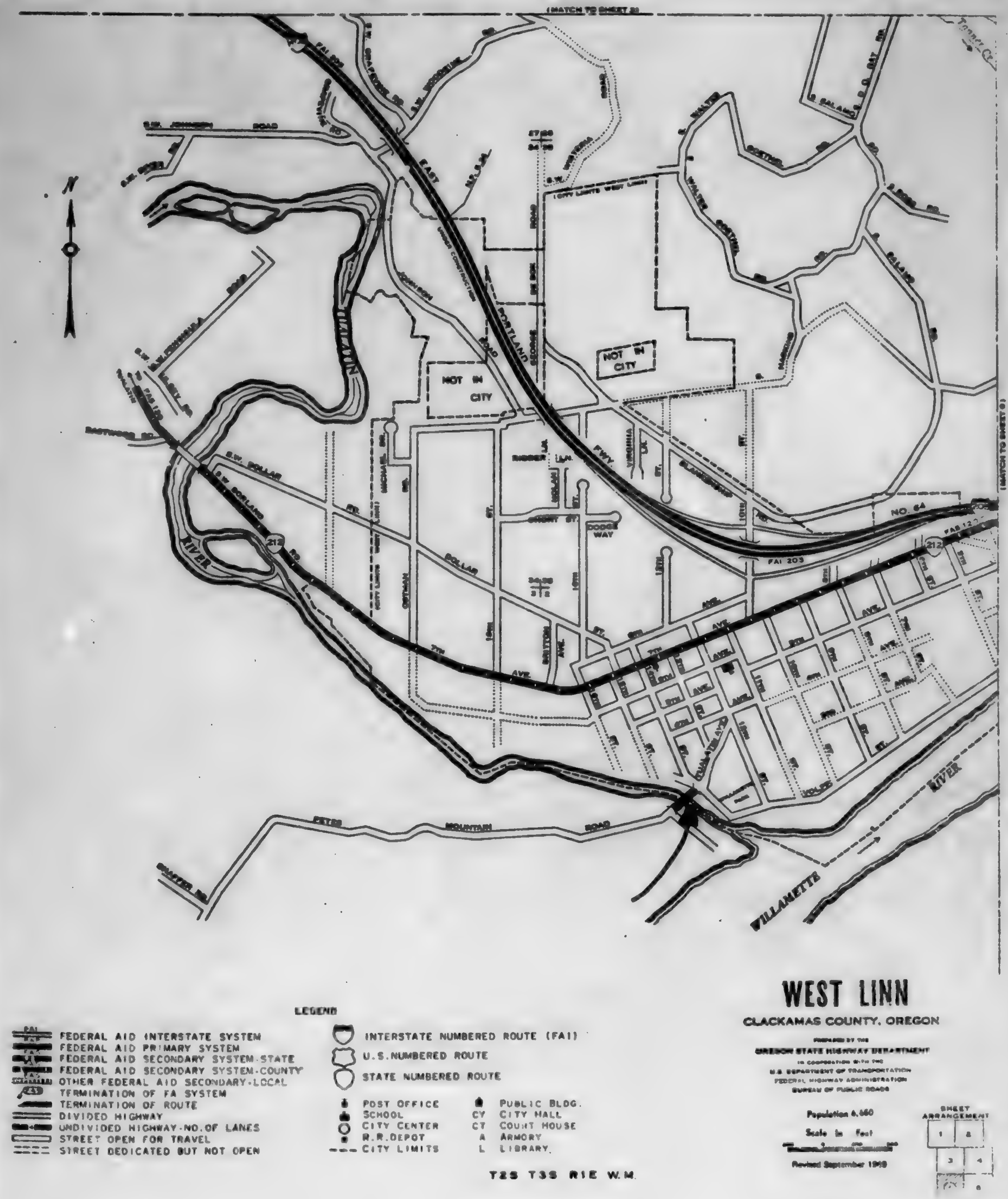
No comments were received by the Director of Public Works within 30 days of publication of the notice.

It is the conclusion of the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Deputy State Highway Engineer — 11-5-76 Date

FHWA Division Engineer — 11-16-76 Date


(MATCH TO SHEET 2)
(MATCH TO SHEET 5)
N
S.W. JOHNSON ROAD
PORTLAND
FWY.
EAST
NOT IN CITY
NOT IN CITY
CITY LIMITS
S.W. DOLLAR
DOLLAR
7TH AVE.
RIDDER LN.
DODGE WAY
VIRGINIA
NO. 64
FAI 205
212
212
TUALATIN
RIVER
RIVER
WILLAMETTE
PETES MOUNTAIN ROAD
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY.
T2S T3S R1E W.M.
SHEET ARRANGEMENT
1
2
3
4
6

WEST LINN

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,660

Scale in Feet

Revised September 1969

PROBABLE INTERESTED GROUPS ON WEIS BRIDGE PROJECT

	AFFECTED GROUP	ADDRESS	PHONE NUMBER
1.	Clackamas County Board of Commissioners	Clackamas County Courthouse 807 Main Street, Room 201 Oregon City, Oregon 97045	655-8581
2.	Clackamas County Dept. of Public Works c/o Rod Wickman - Coordinator	902 Abernethy Road Oregon City, Oregon 97045	655-8521
3.	Clackamas County Extension Service c/o Robert Moody - Neighborhood Coord.	256 Warner Milne Road Oregon City, Oregon 97045	655-8631
4.	Clackamas County Planning Department c/o Gustavo Rivera	940 Warner Milne Road Oregon City, Oregon 97045	655-8491
5.	Columbia Regional Assoc. of Governments c/o Richard Etherington	527 S. W. Hall Portland, Oregon	221-1646
6.	Department of Environmental Quality c/o Loren Kramer - Director	1234 S. W. Morrison Portland, Oregon 97205	229-5395 229-5263 229-5308
7.	Farwest Clackamas Comm. Assoc. of Neigh.		
	c/o Jim Howard - President	Rt. 1, Box 1465 Wilsonville, Oregon 97070	625-7183
	c/o Fred Edwards	6140 S. W. Briar Lane Wilsonville, Oregon 97070	638-4671
	c/o Homer Wright		
8.	Fish and Wildlife Service	1500 N. E. Irving Portland, Oregon	234-3361
9.	Land Conservation Development Commission (Development Depart. of Land Conservation) c/o L. B. Day - Director	1175 Court N. E. Salem, Oregon	234-4926
10.	Oregon State Highway Department c/o Ed Hardt - Regional Engineer	P. O. Box 02157 Portland, Oregon 97202	654-4201 Extn. 262
11.	Pacific Northwest Bell c/o W. E. Ralston	825 N. E. 20th Portland, Oregon 97232	656-4201
12.	Portland General Electric	707 Main Street Oregon City, Oregon 97045	655-6321
13.	Stafford Community Group	25800 S. W. Peters Road Wilsonville, Oregon 97070	638-5961
14.	West Linn, City of c/o Ernie Sisson-Director of PW-Water Line c/o Dennis Koellermier (Engineering) R/W	West Linn Oregon	656-4261
15.	West Linn High School Students c/o West Linn High School	West A. Street West Linn, Oregon	656-2618

PROBABLE INTERESTED GROUPS ON WEIS BRIDGE PROJECT

AFFECTED GROUP	ADDRESS	PHONE NUMBER
16. West Linn Home Owners c/o Scott Sorensen	6710 N. W. Portland Avenue West Linn, Oregon	655-4205
17. Willamette Grade School c/o Mr. Hill - Principal c/o Mr. Falkenstein - Transp. Coordinator	1403 S. E. 12th Street West Linn, Oregon	656-6355 638-6733
18. Wilsonville Community Group c/o Wendy Smith	25800 S. W. Peters Road Wilsonville, Oregon	638-5961
19. U. S. Army Corp of Engineers	2850 S. E. 82nd Portland. Oregon	777-4441 777-3181
20. U. S. Coast Guard	6767 N. Basin Portland, Oregon	221-2994

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Clackamas County
Board of Commissioners
Courthouse

Oregon City, OR 97045

Attention of
Mr. John McIntyre
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1638

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $1,100.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Tualatin River (Weis) Bridge - Off-System Project Covered by agreement dated 8/27/75		700.00
		To be retained		$ 400.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,100.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
203-1921-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional [illegible] submitted for [illegible]

8469 14 15

Form 61-734-3630

OREGON STATE HIGHWAY DIVISION

FILE: ~~LOC 17~~

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 25, 1976

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: REGION 1 PROJECTS IN DEVELOPMENTAL STAGE

TO: R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

841-H

Here are my informal thoughts on several projects that we have in the developmental stage which I hope will help you in becoming familiar with them.

1. The question of a BYPASS OF SCAPPOOSE has been floating around for a number of years. We have promised the City of Scappoose an analysis for a determination of where the route ought to go, but so far haven't produced. Ed Hunter wrote the City last summer and told them that we would have a corridor hearing after release of a DEIS around the end of the year, but I've just recently learned from Cam Gilmour that we're not on schedule and he doesn't know when the DEIS will be out --- he hasn't started on it yet.

   We had a meeting with the Scappoose people the other day at CRAG and they are going to respond back to a traffic analysis that we released several months ago telling us that we have overdesigned the Scappoose bypass alternative that appears in that.

   We are presently buying right-of-way for the Warren to Scappoose Section and the City has balked at letting us bring that four-lane improvement into Scappoose, at least until the question of the bypass is settled, because they are fearful that if we four lane US30 into Scappoose from the west that will forevermore doom the bypass.

   Mr. Klaboe has told the people in the Scappoose area that he doesn't think the bypass will ever be built, but they want it shown on the comprehensive plan anyway. The Planning Commission members most active on this question at Scappoose are Ted White and Stan Pintarich.

2. A little over a year ago Vic Wolfe, Gary Potter, and I met with the City Manager and the Director of Public Works at LAKE OSWEGO to discuss highway improvements through town. We convinced them that a bypass was out of the question because of environmental problems, as well as cost.

Noted

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AUG 27 '76						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

As a result of that meeting Mr. Klaboe wrote the City about a year ago and made a commitment that we would start a study for improvements around the fall of 1975. Our position is that (1) a bypass is out of the question and (2) that we should work on the Oswego Creek Bridge problem before we work on the State Street congestion problem due to the hazards involved at the narrow bridge.

Progress on this project has been very slow through the Environmental and Location Sections. It took me until early last spring to get an agreement with the Oswego City Council that we were not going to work on the bypass and that we should work on the bridge problem first. Then there was a holdup submitting the project request to CRAG because Larry didn't want to make waves during the time that the Urban System was being adopted around the first of July. That's where the project is now, waiting for urban funding from CRAG.

3. The City of Lake Oswego is sponsoring an improvement of LOWER BOONES FERRY ROAD FROM MADRONA AVENUE TO JEAN ROAD funded with CRAG urban funds. Maury Payne has done the field location work and the project now awaits hearings before the Planning Commission and/or the public to get their reaction before it is submitted to Salem for final design. The City is working on data for hearings.

4. We have a widening project we have been working on for a number of years on the missing six-lane section of I-5 FROM N. TIGARD TO S. TIGARD INTERCHANGES THROUGH THE HAINES ROAD INTERCHANGE.

   The project has been scheduled for a hearing a number of times, starting three or four years ago. The affected citizens in the area, and there are somewhere around 100 right of way files as I recall, are rightfully becoming irate because we don't move on with the project.

   The rough draft of the DEIS is about to be released and we may be able to have a hearing perhaps in October or November. Bob Ewen did the location work on the project and is probably most familiar with it, along with Rob Cameron.

5. The ALLEN AVENUE INTERCHANGE project in Beaverton is scheduled for a design hearing on September 9. Jim Cochell has done the field work on that project.

6. The City of Beaverton is doing the preliminary engineering on a widening of ALLEN BLVD. FROM ALICE LANE TO HALL BLVD. They've done most of the field work but have come to the realization that they are not capable of doing an impact statement, so it is our understanding that they are going to hire a consultant for that. With the firing of City Engineer Joe Jackson recently, I suspect the Public Works staff has suffered a lack of leadership and the project seems to be somewhat dormant right now.

7. The INTERCHANGE OF DENNEY ROAD ON HIGHWAY 217 is moving along and is scheduled for contracting early next year.

8. There has been much local pressure lately to build an OFF-RAMP FROM SOUTHBOUND HIGHWAY 217 TO SCHOLLS FERRY ROAD. The Beaverton Chamber of Commerce, the Washington County Board of Commissioners, and the local CPO have all been pushing it. We have a PE project through CRAG and the paperwork is almost completed so that the field work could begin shortly. Rob Cameron has done all of the field work to date.

9. We have extreme pressure from the commercial people in the Tigard Triangle for the completion of the 72ND AVENUE INTERCHANGE RAMPS. They pushed that project through CRAG for bond funding a couple of years ago only to find that the $810,000 allocated is not sufficient for the project -- we now estimate it at 1.7 million.

   We have developed three rough alternatives for the missing ramp legs. Versteeg has submitted a report on the project to Mr. Klaboe, but we've not heard back from it. I suspect we're waiting to see whether the project will be funded with Mt. Hood Transfer Money before we make our next move, since it's not funded otherwise.

10. Last summer Glenn Jackson made some kind of commitment to the commercial interests around Zigzag for a rest area. We call the project the HOODLAND SAFETY REST AREA.

    The proposal is to use a vacant piece of land near Zigzag which has been set aside for park purposes. It lies on the south side of US26. IDT #1 has analyzed the proposal and found it to be unsafe due to the heavy left-turn movements that would occur during the peak seasons on Mt. Hood. The Team's analysis was that there should be either two rest areas built, one on each side of the road, or none at all.

Just lately I understand that the Design Section has been directed to prepare an impact statement for public hearings and I'm not sure exactly what the status is on the project today.

Since the land donated by the County for the rest area is designated as park land, there seems to be a possibility that a 4F statement would be required. Adrian Olson is your contact right now for this project.

11. This office has worked for several years on the field engineering for widening HIGHWAY 212 FROM I-205 TO BORING ROAD JUNCTION. The field work is done and we're in the draft environmental impact statement preparation stage.

    The project is estimated at 7 million and does not appear on the Six-Year Program because it recently went from urban to primary funding and there are no primary funds available for it. We got a strong push at our Six-Year Meeting in Oregon City for the project and Clackamas County is promoting it for Mt. Hood Transfer Money funding. It's a needed project.

12. We're presently doing the field engineering for an improvement project on the CASCADE HIGHWAY BETWEEN OREGON CITY AND MULINO. My hope is that we can do a portion of the project north of Mulino where we have bad alignment, both vertical and horizontal, and a narrow roadway. Rob Cameron has been doing the citizen involvement work on the project and Clair Kuiper the field work.

13. We started a project to flatten the SALMON RIVER CURVES ON THE MT. HOOD HIGHWAY EAST OF GOVERNMENT CAMP. That's a Forest Highway and the FHWA has taken over the project and is currently doing the design work on it.

14. WEIS BRIDGE OVER THE TUALATIN RIVER IN WILLAMETTE is an off-system project sponsored by Clackamas County. We're doing the bridge design work now and it is scheduled for contract in January.

15. The ST. HELENS TRUCK ROUTE is an urban system project advanced by the City of St. Helens. Jim Cochell has done the field work and Rob Cameron has had discussions with the City Council and is familiar with the project.

These are some brief thoughts that have come to mind on these various projects. I've not attempted to cover everything, just to give you some thoughts about what's going on on them. You may want to discuss one or more at some depth as you get more familiar with them.

ELH/cr cc: E. S. Hunter, Hal Versteeg, Frank Terpin

84.69

13

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
[illegible]

RICHARD L. DOPP
Development
Services
Administrator

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

NOTED
E. S. HUNTER

August 3, 1976

Ed:

Attached please find copies of letters sent to the Corps of Engineers and the Coast Guard regarding Weis Bridge.

I am sure these will piss them off, however, my intent is to get to the truth and accomplish the impossible - (wake them up!).

I have discussed these letters with Bernie and he feels, quite frankly, that it is the environmental section in Salem that has added as much grief to this project as anyone. Craig Markham of your staff has been quite helpful and, if it had been left to him, our problems would have been minimal.

I only hope these "Attention Getters" are as successful with the Federal agencies as they were with the State. I am still now sure, however, that ODOT should escape all blame.

not ?

JOHN C. McINTYRE -

CE RME HCE FAE
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TE RGM
UE AUG 4 1976 RSC
SO REGION I RBI

/mak

Attachments

CC with attch: Ed Hunter
Walt Hart
Gary Petter

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 3, 1976

Capt. John M. Duke
U. S. Coast Guard
U. S. Department of Transportation
6767 No. Basin Avenue
Portland, OR 97217

Clackamas County is attempting to replace an extremely deficient structure over the Tualatin River, known as Weis Bridge. A Negative Declaration has been prepared and hearings held. We consider this project one of our most important undertakings during the year, however, it is one that is classed as simple in nature. The bridge presently carries a load limit which denies its use to school busses as well as heavier, commerce-carrying vehicles. These must detour approximately 4-1/2 miles which, in this day and age of public awareness of energy conservation, appears wasteful.

We consider that all of the necessary forms and reports have been filed with the Oregon Department of Transportation, the coordinating agency for this project. In their letter under date of June 23, 1976 (copy attached) they notified us that the project should receive all approvals within a nine month period.

I consider the length of time required for project approval and permits to be the ultimate in Government bureaucracy and red tape. I passed this thought on to the State which, obviously from their reaction, pinched a nerve. The State, as well as Clackamas County, is concerned with effectively and efficiently serving its constituents and felt the blame for this needless project delay was inappropriately placed upon their shoulders. I have attached a copy of the State's report to me which, if accurate, identifies you as well as the Corps of Engineers as agencies that will add approximately $40,000.00 to the project, due to inflationary increases in construction delay. I am sure this is a menial sum to you, considering your vast resources, however, to us in Clackamas County it represents a pathetic waste of hard-to come-by money.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655 8521

At this time I would like to request that you provide this office with a comment as to the authenticity of the State's contention and, if they are correct, supply me with a simple reason.....why? I have dealt with many Federal agencies in obtaining funds on a variety of projects and have never encountered the position in which we now find ourselves. One of these projects was a twenty-two million dollar sewer system which might never have been built had it been subjected to the same obstacles as we are finding with Weis Bridge.

JOHN C. McINTYRE - Director of Public Works

/mak

Attachments

cc: Board of County Commissioners

cc: Ed. Hardt - Regional Engineer ✓
Oregon State Highway Division

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 3, 1976

Col. Harvey L. Arnold, Jr.
Corps of Engineers
U. S. Department of Army
2850 S. E. 82nd
Portland, OR 97266

Clackamas County is attempting to replace an extremely deficient structure over the Tualatin River, known as Weis Bridge. A Negative Declaration has been prepared and hearings held. We consider this project one of our most important undertakings during the year, however, it is one that is classed as simple in nature. The bridge presently carries a load limit which denies its use to school busses as well as heavier, commerce-carrying vehicles. These must detour approximately 4-1/2 miles which, in this day and age of public awareness of energy conservation, appears wasteful.

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JOHN C. McINTYRE - Director of Public Works

/mak

Attachments

cc: Board of County Commissioners

cc: Ed. Hardt - Regional Engineer ✓
Oregon State Highway Division

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

John McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Dear Mr. McIntyre:

You complained recently about the State and Federal red tape which was holding up the contracting of the Weis Bridge project.

As a result of your complaint I asked Walt Hart to look into the paper work that was involved in getting the project ready for contract to determine where the delays laid. In response, I have attached a copy of Walt's July 19 report. You will note that the plans, specifications and environmental statement are in shape for an October bid opening. Unfortunately, the Coast Guard permit and the Corps of Engineers 404 permit dictate that bids will be received in January of next year.

I agree with you that there is a lot of red tape involved in this project (the project is not unique in that respect) but I did want you to understand that these delays are out of the Highway Division's control and lie in the domain of the Federal government. Your complaints should be directed toward Washington, D.C., not Salem, Oregon.

Incidently, I want to pass on to you our appreciation for the fine job Bernie Straight did on the preliminary draft of the negative declaration for the project.

Very truly yours,

Edward L. Hardt
Regional Engineer

Form 81-734-3122

FORM 81.734.3030

O GON STATE HIGHWAY DIV ION

INTER-OFFICE CORRESPONDENCE

July 19, 1976
Salem, Oregon

FILE:
SS (M) RME
RECEIVED
TE RSM
UE JUL 20 1976 RSC
SO REGION 1 RBI

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Edward L. Hardt
Region 1 Engineer

SUBJECT:
Weis Bridge (M)
Off-System Road Project

Your letter of July 6, 1976, requested information as to the schedule of contracting for the Weis Bridge.

As you know, there are several items which remain to be completed before a contract can be awarded. The impact of each item on scheduling is as follows:

1. Plans and Specifications

   Field information required to begin design received in Salem 4/26/76.
   Preliminary plan approved by County 6/10/76.
   Final plans and specification notes for the initial design were virtually complete 7/8/76.
   An alternate design is being worked up and should be ready in about a month.
   Region should receive preliminary copy of final plans with both alternates about August 23, 1976.
   Based on status of plans and specifications, bids could be received 10/21/76.

2. Negative Declaration (EIS)

   Draft negative declaration received from Region by Environmental Section 7/1/76.
   Draft negative declaration reviewed, revised and returned to Region 7/8/76.
   Draft negative declaration to be reviewed, revised, et cetera, and returned to Environmental Section (assume 2 weeks time).
   Environmental will obtain OSHD and FHWA approval of draft negative declaration about two weeks after receipt from Region.
   After approval, public has 30 days to comment.
   If no comments, Environmental Section will produce final negative declaration and obtain approvals in about two weeks time.
   Final negative declaration must have final approval before the project can be advertised for bids.
   Based on the above schedule for the negative declaration, bids for this project could be received October 21, 1976.

3. Public Hearing

It is understood that a hearing is not required. If it were, it would affect the date of bid receipt since the approved draft negative declaration must be available 30 days prior to the hearing.

4. Coast Guard Bridge Permit.

Application to the Coast Guard's Seattle office was made on 6/29/76.
After approval by the Seattle office, the permit request is forwarded to Washington, D.C. for final approval.
Past Coast Guard Bridge Permits have averaged 6 months from application to receipt.
Project cannot be advertised for bids until Coast Guard Permit is received.
Based on above schedule for Coast Guard Permit, bids for this project could be received January, 1977.

5. Corps of Engineers 404 Permit.

Application to Corps was made July 1, 1976.
Past experience indicates 404 permits require 4 to 6 months from time of application to receipt.
Project cannot be advertised for bids until the 404 permit has been received.
On this project it appears that the 404 permit can be obtained within the time frame required for the Coast Guard Permit.

In summary, it is the Coast Guard and Corps of Engineers Permits which are causing delay to receipt of bids on this project.

RWE/dh/ag

cc E. S. Hunter
Gary Potter
F. E. Terpin

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 23, 1976

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Re: Project Status Report
Weis Bridge Project
Clackamas County

Dear Mr. Kurth:

For your information we have the following report on the status on the Weis Bridge project.

Our Bridge Design Section is proceeding with a design based on the preliminary plans approved by Clackamas County on June 10, 1976. Advance plans should be available for distribution by August 1, 1976.

State is applying for navigation and Corp of Engineer's permits. Approval is expected to take six months for the navigation and three months for the Corp of Engineer's permit.

The negative declaration prepared by Clackamas County is being reviewed by our Environmental Unit and if acceptable, final approval can be expected by mid September. The Coast Guard will not issue a navigation permit until it receives an approved environmental document, so this item is critical.

If there are no unusual delays the bidding date might be expected in the first quarter of 1977.

Sincerely,

Jon Rose

Jon Rose
Region Federal Aid Engineer

Form 81-734-3122

8469

15

July 29, 1976

Commander
Aids to Navigation Branch
13th Coast Guard District
U.S. Coast Guard
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Tualatin River (Weis) Bridge
Permit Application-Supplemental Information

841-H

As requested in your July 19 letter, enclosed are four certified copies of the Oregon Transportation Commission's approval of the subject project.

Also enclosed is Sheet 3 of the Permit Drawings which has been amended to show a geographic tie between the bridge and a geographic coordinate of the land survey system.

If you need additional information in order to expedite processing of the permit for this structure, please do not hesitate to let me know.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

cc Glen L. Green - FHWA (Salem)
L. E. Lybecker - FHWA (Portland)
R. Tokerud - FHWA (Portland)
I. C. Lloyd - FHWA (Portland)

bc H. S. Coulter
Walt Hart
Frank Terpin
Ed Hardt (enc.)

RWE:ag ja

STATE OF OREGON)
)
) ss
COUNTY OF MARION)

I, C. W. Head, Manager of Commission Services, Department of Transportation, do hereby certify that the attached photocopy of the excerpt from the minutes of the meeting of the Oregon Transportation Commission of August 27, 1975, entered on page 1157 of the minute book pertaining to the approval of Petes Mountain Road (Weis Bridge) in Clackamas County, has been compared with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

DATED this 21st day of July, 1976.

C.W. Head
C. W. Head
COMMISSION SERVICES

August 27, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Acting Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the regular meeting of July 30, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2637," which resolution by this reference is made a part hereof and filed in the Commission's files.

The Commission considered an agreement with Multnomah County for studies on a functional replacement of Rocky Butte Jail (Phase I) due to the location of the Washington State line N.E.-Siskiyou Street Section of the East Portland Freeway (I-205 corridor). Mr. Boyd stated that Sheriff Lee Brown of Multnomah County will be in charge of the project and with a rational study over the next twelve months determine the physical plant along with correctional programs under the replacement concept. The total cost of the study shall not exceed $130,000. The functional replacement is a concept under the Federal Program Manual. This study has been coordinated with the Federal Highway Administration and he recommended approval. The Chairman approved the agreement on behalf of the Commission and authorized Mr. Klaboe to sign the document.

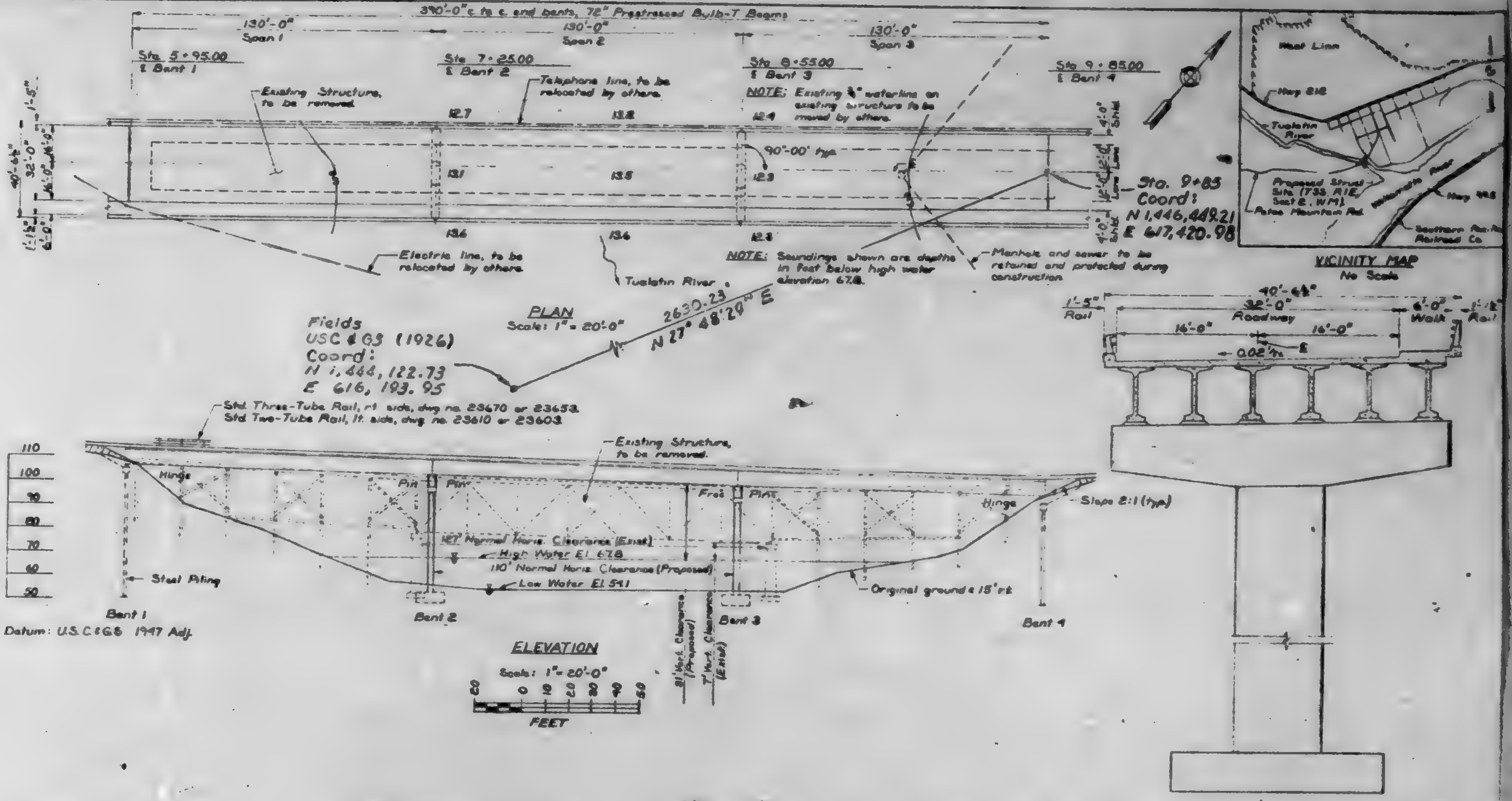
Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of July 1975 the amount credited to the counties totals $2,212,322.47 which amount was released on August 22, 1975 as apportioned by law. (List of apportionment to counties on file in the Commission's files, Salem.)

Mr. Klaboe stated that an allocation of 12 percent of the Highway Fund to the cities for the month of July 1975 in the amount of $1,327,393.48 was released on August 25, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

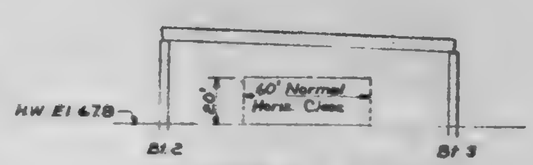
The Commission considered renovation of the large Conference Room in the State Highway Building in Salem. Mr. Klaboe stated the estimated cost of the proposal is $6,000 which would include new chairs with folding tablet arms, carpeting, replacing the present microphone system, replacing the non-matching doors and woodwork, and painting. Chairman Jackson said he couldn't see how the Commission could justify these expenditures after telling delegations that the State does not have any money to spend on various projects. The Commission deferred action on this matter due to the current financial situation.

Consideration was given to approving seven Off-System Road projects on rural roads and streets. Mr. Klaboe stated the total estimated cost of these projects is $2,219,000 of which $1,713,660 will be Federal Aid costs and $505,340 will be the responsibility of the local agencies. There would be no cost to the State. Upon his favorable recommendation, the Commission approved the following projects and authorized the Administrator to sign the agreements when prepared.

COUNTY OR CITY	PROJECT	AMOUNT
Clackamas	Petes Mountain Rd. (Weis Br.)	$462,000
Clatsop	Klaskaninie River (Rock Bluff and Smiley's Hole Bridges)	$190,000
Douglas	South Umpqua River (Gazley Br.)	$345,000
Grant	Oxbow Section of the Middle Fork, John Day River Road	$500,000
Lane	North Fork, Siuslaw Rd.	$500,000
Canby	N. Second Ave., N. Third Ave., and N. Juniper St. Sections	$102,000
Coquille	Collier St. (10th St. to 16th St.)	$120,000

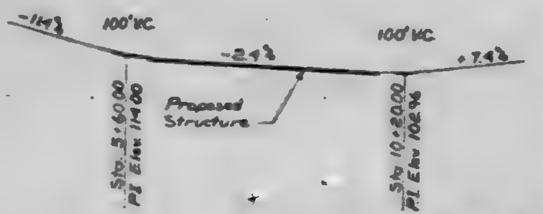

390'-0" c to c end bents, 72" Prestressed Bulb-T Beams
130'-0" Span 1
130'-0" Span 2
130'-0" Span 3
Sta 5+95.00 ℄ Bent 1
Sta 7+25.00 ℄ Bent 2
Sta 8+55.00 ℄ Bent 3
Sta 9+85.00 ℄ Bent 4
Existing Structure, to be removed.
Telephone line, to be relocated by others.
NOTE: Existing ¾" waterline on existing structure to be moved by others.
90°-00' typ.
12.7
13.8
12.4
13.1
13.5
12.3
13.6
13.4
12.3
40'-6½"
32'-0"
16'-0"
16'-0"
1'-5"
1'-1½"
6'-0"
4'-0" Shld
Sta. 9+85
Coord:
N 1,446,449.21
E 617,420.98
Electric line, to be relocated by others.
Tualatin River
NOTE: Soundings shown are depths in feet below high water elevation 67.8.
Manhole and sewer to be retained and protected during construction
PLAN
Scale: 1" = 20'-0"
2630.23'
N 27° 48' 29" E
Fields
USC & GS (1926)
Coord:
N 1,444,122.73
E 616,193.95
Std Three-Tube Rail, rt side, dwg no. 23670 or 23653.
Std Two-Tube Rail, lt. side, dwg no. 23610 or 23603.
110
100
90
80
70
60
50
Hinge
Pin
Pin
Existing Structure, to be removed.
Free
Pin
Hinge
Slope 2:1 (typ)
127' Normal Horiz. Clearance (Exist)
High Water El 67.8
110' Normal Horiz. Clearance (Proposed)
Low Water El 54.1
Steel Piling
Original ground @ 15' rt
21' Vert. Clearance (Proposed)
7' Vert. Clearance (Exist)
Bent 1
Bent 2
Bent 3
Bent 4
Datum: U.S.C.&G.S. 1947 Adj.
ELEVATION
Scale: 1" = 20'-0"
20
0
10
20
30
40
50
FEET
West Linn
Hwy 212
Tualatin River
Proposed Struct Site (T3S, R1E, Sect 2, W.M.)
Petes Mountain Rd.
Hwy 43
Southern Pacific Railroad Co.
VICINITY MAP
No Scale
1'-5" Rail
40'-6½"
32'-0" Roadway
6'-0" Walk
1'-1½" Rail
16'-0"
16'-0"
0.02'/ft
℄
TYPICAL SECTION
Scale: ⅛" = 1'-0"

HYDRAULIC DATA	
	Design Flood
Discharge - cfs	22,000
Frequency - yrs	50
HW Elevation Natural Chan	67.8
HW Elevation Chan Change	—
Velocity - fps	10


HW El 67.8
20'
60' Normal Horiz. Clear.
Bt 2
Bt 3

CONSTRUCTION CLEARANCES

NOTE: Max. Flood Data Not Available.


-1.4%
100' VC
-2.4%
100' VC
+7.4%
Proposed Structure
Sta 5+60.00 PI Elev 114.00
Sta 10+20.00 PI Elev 102.96

GRADELINE @ ℄
No Scale

APPLICATION BY
OREGON TRANSPORTATION
COMMISSION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

WEIS BRIDGE
TUALATIN RIVER - WEIS BR. SECTION
Petes Mountain Rd 0S-0300(1) Clackamas

DATE May 1976
DRAWN SMS
SHEET 3

7-23

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
		✓				

16591
Serial 416
19 July 1976

RECEIVED
20 1976
LOCATION
SECTION

Oregon State Highway Division
Attention: Mr. E. S. Hunter, Deputy
State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your application of 29 June 1976 for a permit to replace the Tualatin River (Weis) bridge has been received. The four certified copies of the Oregon Transportation Commission's approval were not included with the enclosures. Please forward this information.

A Public Notice describing the proposal has been distributed. Before the application can be forwarded to our Headquarters, sheet 3 of 3 of the drawings must be amended to show a geographic tie from some specific point on the bridge to a geographic coordinate of the land survey system. The mylar drawing (sheet 3 of 3) is returned for addition of this information.

The Coast Guard now has authority to classify bridge permit actions under consideration as major or non-major federal actions for the purpose of the National Environmental Policy Act of 1969. With your assessment replacement of the Weis bridge can be initially classified as non-major because it is reconstruction of an existing bridge on essentially the same alignment or location. The project could be reclassified as a major federal action should information be received identifying significant environmental impacts. A copy of Change 1 to Commandant Instruction 5922.10B, which describes major and non-major actions for bridge permits, is enclosed for your information.

Each non-major action must be documented to demonstrate that project review supports the non-major decision. In this sense an applicant's environmental assessment, which is commensurate with the complexities of the proposal, should contain the necessary environmental considerations required for the project. With your future applications, please include the environmental assessment for those actions which may appropriately be classified as non-major. After review of the assessment and application, a Public Notice describing the proposal as non-major may be distributed provided the assessment and the requirements of navigation substantiate the designation. Major federal actions for the purposes of NEPA will continue to be supported by an EIS or negative declaration for bridge permits.

Subj: Application for permit to replace the Tualatin River (Weis) bridge

Should you have any questions, please contact Mr. A. B. Christensen of my staff at Area Code (206) 442-5864.

Sincerely,

R.C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Original Sheet 3 of 3
(2) Change #1, Comdt Inst. 5922.10B

Copy to:
Mr. Glen Green, FHWA, Div. Admin., Salem, OR
Mr. Lew Lybecker, FHWA, Reg. Engr., Portland, OR
Mr. Irvin Lloyd, FHWA, Portland, OR
Mr. Roy Tokerud, FHWA, Dir. Off. of Bridge, Portland, OR

Have copy

approval of NADA No. 3-252V and all supplements and amendments thereto is hereby withdrawn, effective July 1, 1976.

Dated: June 24, 1976.

FRED J. KINGMA,
Acting Director, Bureau of Veterinary Medicine.

[FR Doc.76-19023 Filed 6-30-76;8:45 am]

Office of the Secretary

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION AND MANAGEMENT

Statement of Organization, Functions, and Delegations of Authority

Part I of the Statement of Organization, Functions, and Delegations of Authority of the Department of Health, Education, and Welfare is amended to provide for certain changes in Chapter 1T90 "Office of Personnel and Training" (38 FR 34753, 12/18/73 and 40 FR 11626, 3/12/75).

Chapter 1T90 has been revised to provide for the consolidation of the Personnel Payroll Systems Integration Staff, the Office of Personnel Management Information and Reports, and the Division of Central Payroll into a new organization to be known as the Employee Systems Center. Chapter 1T90 is revised as follows:

SECTION 1T90.10 ORGANIZATION

Delete:
  Personnel-Payroll Systems Integration Staff
  Office of Personnel Management Information and Reports
  Division of Central Payroll
Add:
  Employee Systems Center

SECTION 1T90.20 FUNCTIONS

Delete:
  6. Personnel-Payroll Systems Integration Staff
  7. Office of Personnel Management Information and Reports
  10. Division of Central Payroll
Renumber:
  8 to become 6 Office of Executive Manpower and Career Development
  9 to become 7 Office of Personnel Policy and Planning
Add:
  8. Employee Systems Center which insures an accurate and timely payroll for all HEW employees; develops, maintains, and administers automated systems for the production of reports based on payroll and personnel data; develops, maintains and administers automated systems to make the operations of the personnel and payroll offices more efficient and effective; and reviews existing and proposed agency personnel systems to determine the advisability of consolidating these systems into the existing Departmental payroll/personnel system.

Dated: June 22, 1976.

JOHN OTTINA,
Assistant Secretary for Administration and Management.

[FR Doc.76-19046 Filed 6-30-76;8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 76-020]

ENVIRONMENTAL IMPACT STATEMENTS

Procedures for Consideration, Bridge Permit Actions

On March 11, 1976, the Coast Guard published a notice in the FEDERAL REGISTER (41 FR 10464) which proposed an amendment to the *COMMANDANT INSTRUCTION* 5922.10B, Procedures for Considering Environmental Impacts. The amendment proposed is an Enclosure (6) which was guidance for determining whether a bridge permit action is a major or a non-major Federal action under the guidelines of the Council on Environmental Quality (40 CFR Part 1500).

Six parties commented upon the proposed amendment. One commenter suggested that paragraph 2a, which lists reconstruction of an existing bridge "on the same alignment" as being a probable "non-major" project, be amended to state that the bridge be "essentially on the same alignment or location." The Coast Guard agrees that this is practical, that the proposed language is too narrow, and has amended paragraph 2a accordingly.

Another commenter requested clarification of the term "widening less than a single lane" in paragraph 2b because it is not clear whether "widening" refers to the overall width of the bridge or just the traveled portion of the roadway. The commenter suggested that the addition of shoulders, walkways, and bikeways should be interpreted as a non-major action. The commenter finally suggested that widenings of greater than a single lane to make the bridge roadway comparable to the width of an existing approach roadway should be interpreted as non-major. Paragraph 2b has been amended to clarify that the addition of shoulders, walkways, and bikeways and the widening of approaches by less than the width of a single travel lane is a probable non-major action; however, the Coast Guard considers the widening of the roadway beyond the width of a single travel lane for any reason to have a probable significant impact upon the human environment.

One comment was that paragraph 2e should include the permanent replacement of a bridge after a "natural disaster" or "catastrophic failure" as a probable non-major action. The Coast Guard considers any new permanent structure as having a probable long term effect upon the human environment, especially the effect upon the environmental aspects of navigation. Therefore, this paragraph remains unchanged.

Another comment was that the Coast Guard's procedures, including their language, be identical to those of the Federal Highway Administration (FHWA) and that the Coast Guard accept FHWA decisions as final when the FHWA acts as the lead agency. The Coast Guard agrees that agreement with a FHWA determination is desirable; however, if a FHWA determination conflicts with or does not take into account an area of Coast Guard responsibility, the Coast Guard must act accordingly and not accept a FHWA determination on its face.

One commenter suggested that paragraph 4 be revised. Paragraph 4 states that certain bridge projects in areas that are normally non-major may be classified as major if new information shows a significant environmental impact from the proposed project. The commenter was concerned that this paragraph 4 was not clear as to what type of information might cause a change in categorization of a project from non-major to major. After considering this comment, the Coast Guard concludes that the paragraph clearly states that any new information received during the public comment period for a particular project would be fully considered by the Coast Guard to determine if that information shows that there is a significant impact that warrants a change in categorization. That specific type of information is unqualifiable and must be identified on a case-by-case basis.

Other commenters suggested that paragraph 5, which describes the National Environmental Policy Act of 1969 (NEPA) requirements for major actions, be revised to include a description of an action that requires only a negative declaration. Paragraph 5 has been revised accordingly.

Another comment on paragraph 5 was that the process for determination of whether a project is major or non-major should be further defined. The Coast Guard agrees that the guidance in this enclosure is not enough; however, this guidance supplements the guidelines for the substantive process of environmental consideration for Coast Guard actions in the Commandant Instruction. This enclosure and the guidelines in the Commandant Instruction define the process that must be followed to meet the requirements of NEPA in a bridge permit action.

One commenter suggested that paragraph 7, which states that acts other than NEPA that concern environmental protection and may affect a bridge permit action, should include the Fish and Wildlife Coordination Act (Pub. L. 85-624), the Endangered Species Act (Pub. L. 93-205), and § 404 of the Federal Water Pollution Control Act (Pub. L. 92-500). The list of acts in paragraph 7 is not intended to be inclusive. A complete listing is already in the Commandant Instruction to which this is an amendment.

In consideration of the foregoing, an Enclosure (6) to Commandant Instruction 5922.10B, which follows, is issued and is effective immediately.

(42 U.S.C. 4321, et seq; E.O. 11514, 35 FR 4247; 40 CFR Part 1500; DOT Order 5610.1B, 39 FR 35235)

Dated: June 23, 1976.

A. F. Fugaro,
Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Environment and Systems.

Change 1 to Commandant Instruction

5922.10B Procedures for Considering Environmental Impacts

Encl (6) to COMDTINST 5922.10B

BRIDGE PERMIT ACTIONS

Bridge permit actions under consideration by the Coast Guard may be classified as major or non-major federal actions for the purpose of the National Environmental Policy Act (NEPA) of 1969. However, any permit actions which involve significant environmental impacts shall be considered major federal actions.

1. Examples of typical bridge projects that would ordinarily be considered major actions include:

a. A new bridge in connection with a circumferential or arterial highway or a new freeway or expressway, main line railroad, major gas or petroleum pipeline or other major transportation system mode.

b. A new or substantially altered bridge which provides new access to an area and is likely to precipitate significant changes in land use, natural resource exploitation or development use.

Frequently these major permit actions will also involve waterways which support a significant amount of commercial or recreational vessel activity. In these waterways, improper location or alignment of bridge piers or bridge structure may result in collisions. A major collision and spill could have a catastrophic impact on the marine as well as terrestrial environment.

2. A non-major determination may be appropriate if the bridge project for which a permit application is submitted can be accurately described as one of the following:

a. Reconstruction of an existing bridge on essentially the same alignment or location;

b. Reconstruction or modernization of an existing bridge or approaches by widening by less than a single travel lane, adding shoulders or safety lanes, walkways, bikeways or pipelines;

c. Temporary replacement of a bridge which is commenced immediately after the occurrence of a natural disaster or catastrophic failure where such bridge project is related to public safety, health and welfare.

Such projects will frequently be located on waterways which are navigable waters of the United States, but are not navigable in fact or if navigable in fact, support only an insignificant amount of commercial or recreational vessel activity. The waterways so described do not carry the type or volume of marine traffic that could through collision or other catastrophic involvement with a bridge structure create a condition that would significantly affect the environment. Therefore, projects described in (a) through (c) above generally will not through either the marine mode of transportation under the bridge or the land mode across the bridge structure cause a significant environmental impact.

3. Other actions related to the Bridge Administration Program that are normally non-major federal actions include:

a. Approval of extension of time to commence or complete construction pursuant to an existing Coast Guard permit;

b. Approval of deviations from approved plans which do not significantly alter the approved location or plans;

c. Promulgation of operating regulations for drawbridges.

4. Bridge construction projects will arise that are not easy to classify as major or non-major actions. Certain bridge projects normally classified as non-major actions may be classified as major actions by the Coast Guard district commander when he determines that special consideration may warrant such action. In all cases determined to be non-major, the district commander may, upon receipt of documentation in response to the normal circulation of the Coast Guard public notice describing the project, decide that the proper category for the project should be changed to major and subsequently treat the project in that fashion based on new information identifying significant environmental impacts.

5. Permit actions determined to be major federal actions require an environmental impact statement if the impacts are significant or a negative declaration if the impacts are not significant.

6. Permit actions determined to be non-major are not subject to the provisions of section 102(2) (C). However, each case determined to be non-major shall be appropriately documented to demonstrate that project review supports the non-major decision.

7. Bridge projects classed as non-major actions, not subject to section 102(2) (C) provisions of NEPA, may be subject to specific Acts of environmental protection such as section 4(f) of the DOT Act and section 106 of the National Historic Preservation Act. They shall be processed accordingly under the provisions of these Acts.

8. The Coast Guard has a Memorandum of Understanding with the Federal Highway Administration (FHWA) under which the Coast Guard generally accepts the FHWA environmental documentation under the "lead agency" concept where the proposed bridge is located on a federal-aid highway project. This "lead agency" concept shall extend to the major/non-major categorization of projects except in instances where the district commander has reason to question the adequacy of an FHWA non-major determination in relation to a specific bridge project. Such a situation is most likely to arise where an FHWA non-major determination is related to a project crossing a stream or waterway that carries a significant amount of navigation. In these cases the Coast Guard district commander's investigation shall determine whether the non-major determination can be accepted or the more formal EIS or negative declaration should be utilized.

[FR Doc.76-19098 Filed 6-30-76;8:45 am]

Federal Aviation Administration

RADIO TECHNICAL COMMISSION FOR AERONAUTICS EXECUTIVE COMMITTEE

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Radio Technical Commission for Aeronautics (RTCA), Executive Committee to be held July 23, 1976, at 9:30 a.m., in RTCA Conference Room 261, 1717 H St., NW., Washington, D.C. 20006. The agenda for this meeting is as follows: (1) Approval of minutes of May 26, 1976, meeting, (2) Special Committee Activities Report for May–June 1976, (3) Chairman's Report of RTCA Administration and Activities, (4) Appointment of Ad hoc Administrative Committee and (5) Report of the Ad hoc RTCA Future Work Program Planning Group.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairman, members of the public may present oral statements at the hearing. Persons wishing to attend and persons wishing to present oral statements should notify, not later than the day before the meeting, and information may be obtained from, RTCA Secretariat, 1717 H St., N.W., Washington, D.C., 20006, (202) 296-0484. Any member of the public may present a written statement to the Committee at any time.

Issued in Washington, D.C. on June 25, 1976.

Hugh E. Waterman,
Designated Officer.

[FR Doc.76-19092 Filed 6-30-76;8:45 am]

Office of Hazardous Materials Operations

EXEMPTIONS OR RENEWALS

Applications

In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Operations has received applications for exemptions and renewals of exemptions that are described below. The modes of transportation requested are identified by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo-only aircraft, 5—Passenger-carrying aircraft.

Complete copies of the applications are available for inspection and copying at the Public Docket Room, Office of Hazardous Materials Operations, Department of Transportation, Room 6213, Trans-Point Building, 2100 Second Street, S.W., Washington, D.C.

Interested persons are invited to submit views or comments with respect to any one or more of the applications. Comments should refer to the application number and be submitted in triplicate to the Docket Section, Office of Hazardous Materials Operations, Department of Transportation, Washington, D.C. 20590. All comments received before the close of business on the specified comment closing date will be considered and will be available in the docket for inspection and copying, both before and after the closing date.

This notice of receipt of applications for exemptions and renewals of exemptions is published in accordance with section 107(a) of the Hazardous Materials Transportation Act (49 U.S.C. 1806(a)), and does not represent any agency decision or other exercise of judgment concerning the merits of the petitions.

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

John McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Dear Mr. McIntyre:

You complained recently about the State and Federal red tape which was holding up the contracting of the Weis Bridge project.

As a result of your complaint I asked Walt Hart to look into the paper work that was involved in getting the project ready for contract to determine where the delays laid. In response, I have attached a copy of Walt's July 19 report. You will note that the plans, specifications and environmental statement are in shape for an October bid opening. Unfortunately, the Coast Guard permit and the Corps of Engineers 404 permit dictate that bids will be received in January of next year.

I agree with you that there is a lot of red tape involved in this project (the project is not unique in that respect) but I did want you to understand that these delays are out of the Highway Division's control and lie in the domain of the Federal government. Your complaints should be directed toward Washington, D.C., not Salem, Oregon.

Incidently, I want to pass on to you our appreciation for the fine job Bernie Straight did on the preliminary draft of the negative declaration for the project.

Very truly yours,

Edward L. Hardt
Regional Engineer

RECEIVED
AUG 10 1976
BRIDGE SECTION

Form 81-734-3122

8469

AUGUST 2, 1976
Tualatin River (Wei Bridge Section
Pete's Mountain Rd. West Linn
Clackamas County

Copy to: Rubin
this to George

14

DEPARTMENT OF FISH AND WILDLIFE

OFFICE OF THE DIRECTOR

1634 S.W. ALDER STREET • • PORTLAND, OREGON • • 97208

ROBERT W. STRAUB
GOVERNOR

July 27, 1976

G. L. Green, FHWA
H. S. Coulter
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.
W. J. Hart
R. E. Etherington,
CRAG

Mr. Gary Potter, Manager
Environmental Section
Oregon State Highway Division
412 Highway Building
Salem, Oregon 97310

Project Title: Tualatin River (Weis) Bridge, PNRS No. 7510-2-640

Dear Mr. Potter:

The following areas of concern need to be made a part of the project during construction.

1. Removal of riparian vegetation along Tualatin River should be kept at a minimum.
2. Effort should be made to control erosion, and all turbid water shall be kept out of Tualatin River. All fuel, oil and concrete residues shall be kept away and out of the river.
3. Instream work should be conducted during July 15 to September 15 to prevent possible impacts to fish life.

The further opportunity to comment on the Tualatin River (Weis) Bridge project is appreciated.

Sincerely,

Norm Behrens

NORM BEHRENS, STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

RECEIVED
STATE HWY ENGR
AUG 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT MANAGEMENT
JUL 29 '76
REFER TO
Ben R

Info	Investigate	R/D	A	File
	1			

BEN GIFFORD

10-22-75

8469.

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 19, 1976
Salem, Oregon

FILE:

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Edward L. Hardt
Region 1 Engineer

SUBJECT:

Weis Bridge
Off-System Road Project

Your letter of July 6, 1976, requested information as to the schedule of contracting for the Weis Bridge.

As you know, there are several items which remain to be completed before a contract can be awarded. The impact of each item on scheduling is as follows:

1. Plans and Specifications

Field information required to begin design received in Salem 4/26/76.
Preliminary plan approved by County 6/10/76.
Final plans and specification notes for the initial design were virtually complete 7/8/76.
An alternate design is being worked up and should be ready in about a month.
Region should receive preliminary copy of final plans with both alternates about August 23, 1976.
Based on status of plans and specifications, bids could be received 10/21/76.

2. Negative Declaration (EIS)

Draft negative declaration received from Region by Environmental Section 7/1/76.
Draft negative declaration reviewed, revised and returned to Region 7/8/76.
Draft negative declaration to be reviewed, revised, et cetera, and returned to Environmental Section (assume 2 weeks time).
Environmental will obtain OSHD and FHWA approval of draft negative declaration about two weeks after receipt from Region.
After approval, public has 30 days to comment.
If no comments, Environmental Section will produce final negative declaration and obtain approvals in about two weeks time.
Final negative declaration must have final approval before the project can be advertised for bids.
Based on the above schedule for the negative declaration, bids for this project could be received October 21, 1976.

3. Public Hearing

It is understood that a hearing is not required. If it were, it would affect the date of bid receipt since the approved draft negative declaration must be available 30 days prior to the hearing.

4. Coast Guard Bridge Permit..

Application to the Coast Guard's Seattle office was made on 6/29/76.
After approval by the Seattle office, the permit request is forwarded to Washington, D.C. for final approval.
Past Coast Guard Bridge Permits have averaged 6 months from application to receipt.
Project cannot be advertised for bids until Coast Guard Permit is received.
Based on above schedule for Coast Guard Permit, bids for this project could be received January, 1977.

5. Corps of Engineers 404 Permit.

Application to Corps was made July 1, 1976.
Past experience indicates 404 permits require 4 to 6 months from time of application to receipt.
Project cannot be advertised for bids until the 404 permit has been received.
On this project it appears that the 404 permit can be obtained within the time frame required for the Coast Guard Permit.

In summary, it is the Coast Guard and Corps of Engineers Permits which are causing delay to receipt of bids on this project.

RWE/dh/ag

cc E. S. Hunter
~~Gary Potter~~
F. E. Terpin

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9469

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

File BR. 1654A

NOTED
H. S. COULTER

July 15, 1976

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Commander
U. S. Coast Guard
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Attention Mr. A. B. Christensen

Dear Sir:

Proposed Replacement of Tualatin River
(Weis) Bridge at West Linn, Oregon

Pursuant to our recent telephone conversation, I enclose two copies of the Project Environmental Assessment for the subject structure. I understand that this assessment can be used in place of the Environmental Negative Declaration to facilitate processing the permit for this structure.

For the purpose of completing your files, a copy of our Environmental Negative Declaration will be forwarded to you upon its completion.

If you need any additional information to facilitate processing of the permit, please let us know.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
WALTER J. HART
R. W. Ellison
Bridge Administration Engineer

RWE/ag
bc H. S. Coulter
E. S. Hunter
G. Potter
E. Hardt
F. Terpin

84 6.9

1

June 29, 1976

Commander
Aids to Navigation Branch
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Proposed Replacement of
the Tualatin River (Weis) Bridge
at West Linn, Oregon
Bridge 1254A

Application is hereby made by the Highway Division of the State of Oregon at Salem, Oregon for approval of plans for replacement of the subject structure approximately 800 feet above the mouth of the Tualatin River. One set of reproducibles and four prints each of Sheets 1 through 3 of the permit drawings are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946, Amended. Enclosed are four certified copies of the Oregon Transportation Commission's approval of the project.

A navigation permit was not required for the 45-year-old existing bridge, which will be removed completely to streambed and replaced by the proposed structure as shown on Sheet 3 of the enclosed drawings.

This application is being sent you prior to the availability of the Environmental Negative Declaration, which is presently being reviewed by our staff. It is anticipated this Declaration will be approved by mid-September, at which time a copy will be forwarded to your office.

Please advise us of any navigational light requirements for this structure.

Your prompt action on this application will be appreciated so we may proceed to an early bidding date.

Very truly yours,

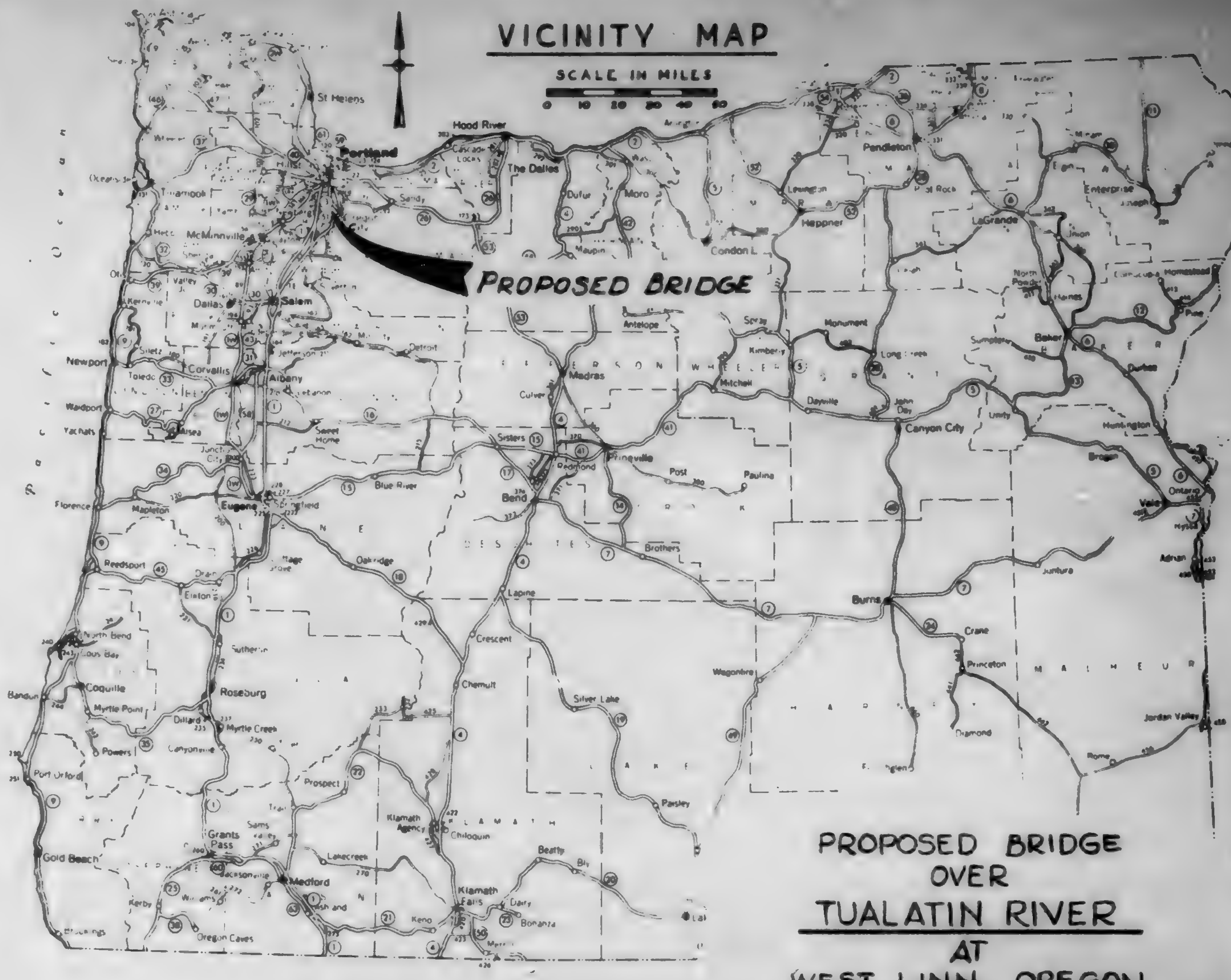
E. S. Hunter
Deputy State Highway Engineer

Enc.

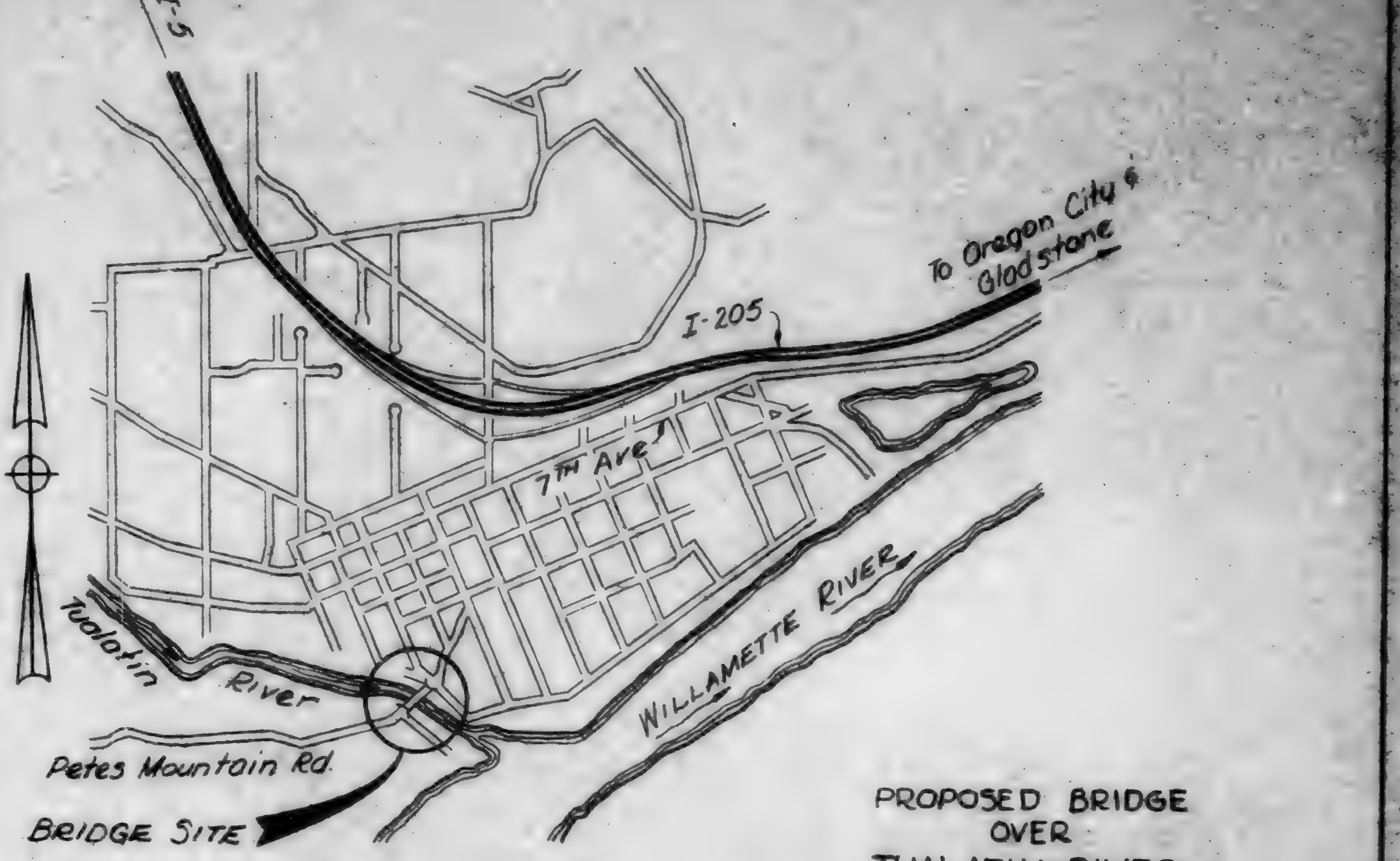
bc H. S. Coulter
R. L. Schroeder
Walt Hart
D. H. Moehring
L. W. Rulien
Gary Potter (enc.)
E. L. Hardt "
Frank Terpin "

PMO:dh ja

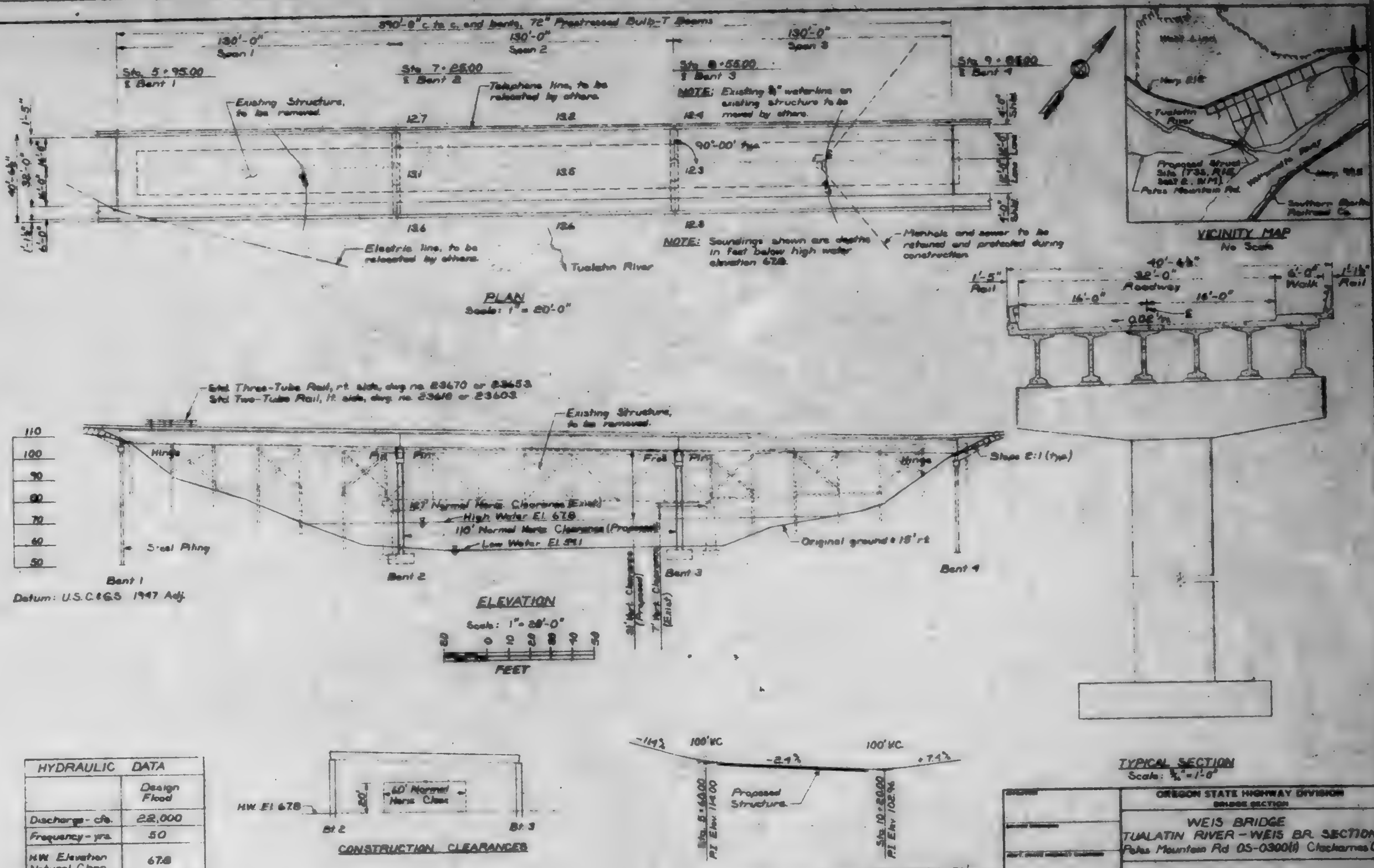
VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
St Helens
Portland
Hood River
The Dalles
Dufur
Moro
Maupin
Condon
Heppner
Pendleton
LaGrande
Enterprise
Baker
Tillamook
McMinnville
Dallas
Salem
Newport
Corvallis
Albany
Detroit
Madras
Antelope
Mitchell
Monument
Canyon City
John Day
Sisters
Redmond
Prineville
Bend
Eugene
Florence
Mapleton
Reedsport
Oakridge
Brothers
Burns
Crane
Ontario
Vale
Juntura
Lapine
Crescent
Chemult
Silver Lake
Wagontire
Roseburg
Coquille
Bandon
Port Orford
Gold Beach
Brookings
Grants Pass
Medford
Klamath Falls
Chiloquin
Lakeview
Paisley
Jordan Valley
Rome
Diamond
Princeton
MALHEUR
KLAMATH
LAKE
HARNEY
JEFFERSON
WHEELER
GRANT
DESCHUTES
CROOK
Pacific Ocean

PROPOSED BRIDGE
OVER
TUALATIN RIVER
AT
WEST LINN, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
May 1976 SHEET 1 OF 3


To I-5
I-205
To Oregon City & Glad stone
7TH Ave.
WILLAMETTE RIVER
Tualatin River
Petes Mountain Rd.
BRIDGE SITE

PROPOSED BRIDGE
OVER
TUALATIN RIVER
AT
WEST LINN, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
May 1976 SHEET 2 OF 3


390'-0" c. to c. end bents, 72" Prestressed Bulb-T Beams
130'-0"
Span 1
130'-0"
Span 2
130'-0"
Span 3
Sta. 5 + 95.00
℄ Bent 1
Sta. 7 + 25.00
℄ Bent 2
Sta. 8 + 55.00
℄ Bent 3
Sta. 9 + 85.00
℄ Bent 4
Existing Structure, to be removed.
Telephone line, to be relocated by others.
NOTE: Existing 6" waterline on existing structure to be moved by others.
90°-00' typ.
12.7
13.2
12.4
13.1
13.5
12.3
13.6
12.6
12.8
40'-6½"
32'-0"
1'-5"
1'-1½"
6'-0"
Electric line, to be relocated by others.
Tualatin River
NOTE: Soundings shown are depths in feet below high water elevation 67.8.
Manhole and sewer to be retained and protected during construction.
PLAN
Scale: 1" = 20'-0"
Std. Three-Tube Rail, rt. side, dwg. no. 23670 or 23653
Std. Two-Tube Rail, lt. side, dwg. no. 23610 or 23603
Existing Structure, to be removed.
110
100
90
80
70
60
50
Hinge
Pin
Pin
Free
Pin
Hinge
Slope E:1 (typ.)
127' Normal Horiz. Clearance (Exist.)
High Water El. 67.8
110' Normal Horiz. Clearance (Proposed)
Low Water El. 59.1
Steel Piling
Original ground @ 18' rt.
31' Vert. Clearance (Proposed)
7' Vert. Clearance (Exist.)
Bent 1
Bent 2
Bent 3
Bent 4
Datum: U.S.C.&G.S. 1947 Adj.
ELEVATION
Scale: 1" = 20'-0"
FEET
Wall Acres
Hwy. 212
Tualatin River
Proposed Struct. Site (T3S, R1E, Sect. 2, W.M.)
Pete's Mountain Rd.
Willamette River
Hwy. 43
Southern Pacific Railroad Co.
VICINITY MAP
No Scale
40'-6½"
32'-0"
Roadway
16'-0"
16'-0"
0.02'/ft.
℄
1'-5"
Rail
6'-0"
Walk
1'-1½"
Rail
TYPICAL SECTION
Scale: ¼" = 1'-0"
HW. El. 67.8
20'
60' Normal Horiz. Clear.
Bt. 2
Bt. 3
CONSTRUCTION CLEARANCES
-1.4%
100' VC
-2.4%
100' VC
+7.4%
Sta. 6 + 60.00
P.I. Elev. 114.00
Sta. 10 + 20.00
P.I. Elev. 102.96
Proposed Structure
GRADELINE @ ℄
No Scale

HYDRAULIC	DATA
	Design Flood
Discharge - cfs.	22,000
Frequency - yrs.	50
H.W. Elevation Natural Chan.	67.8
H.W. Elevation Chan. Change	----
Velocity - fps.	10

NOTE: Max. Flood Data Not Available.

APPLICATION BY
OREGON TRANSPORTATION
COMMISSION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

WEIS BRIDGE
TUALATIN RIVER - WEIS BR. SECTION
Pete's Mountain Rd 05-0300(1) Clackamas Co.

May 1984
S.H.S.

3 of 3

Form 2-30 (Rev. 9-71)

8469

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin River (Weis) Bridge

Highway Pete's Mountain Road

County Clackamas

Date June 11, 1976

Authorization No. 2

Survey Prefix 203-1921 (Assigned by Salem office)

Description of termini, route, length, etc.: Replace Weis Bridge over the Tualatin River.

Purpose of survey: Prepare plans, XXXXXX Specifications and Estimate to replace bridge.

Estimate of cost:

Bridge	906	
Field	901	$2,250.00
Foundation	926	
Plans	905	
Project Mgt.	920	
Specifications	921	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	$5,000.00
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Howard R. Harris

Recommended for Approval:

Marvin Croft

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

Off-System

81.734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 3, 1976
Salem, Oregon

FILE: BR No. 1654A

FROM: Philip M. Oakley
Supervising Design Engineer

TO: Mr. Ed Hardt
Region 1 Engineer

Attention Jon Rose
Regional Federal Aid Engineer

SUBJECT:
Tualatin River (Weis) Br.
Petes Mountain Road
Clackamas Co.

Here are two reduced prints of Drawing No. 31454, which is the preliminary plan and elevation of the subject structure.

Our preliminary estimate for this structure is $457,000 including a twenty percent allowance for engineering and contingencies.

Please return one print with the County's approval noted thereon.

PMO/ag
Encls.

cc D. N. Harwell

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

CSR
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 21, 1976

FILE:

FROM:

SUBJECT: Tualatin River (Weis) Bridge
Pete's Mountain Road
Clackamas County

TO: MEMO TO FILE

The subject bridge is located on Pete's Mountain Road at the south city limits of West Linn, approximately 0.2 mile upstream from the confluence of the Tualatin and Willamette Rivers. Purpose of the project is to replace the existing steel structure built in 1931.

HYDROLOGY

The Tualatin River at the bridge site drains an area of approximately 706 square miles. The stage of the Willamette River has significant influence on the Tualatin River profile at the bridge. The Corps of Engineers' analysis of stream gaging information for this basin indicates the following discharges could be developed at the crossing.

100-yr. flood	25,000 cfs
50-yr. flood	22,000 cfs
10-yr. flood	15,500 cfs

These discharges are lower (10%-12%) than river gaging data would indicate, due to flood control storage now available upstream at Scoggins Creek Dam. A 50-year design flood was chosen for this study.

The existing 419-foot Tualatin River Bridge is skewed approximately 28 degrees to the flow, and at the design discharge of 22,000 cfs, could develop approximately 1.1 feet of backwater, primarily around the skewed

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piers. The approximate 10 feet of distance between the superstructure "low steel" and design stage elevation provides ample clearance. Average stream flow velocities are 10 fps.

Three alternate lengths were analyzed for the proposed structure, each using three spans with two piers in the main channel, and 2:1 embankment slopes.

1. A 390-foot structure would produce about a 0.5-foot of backwater, with average flow velocities of 10 fps through the bridge opening.
2. A 350-foot structure would develop about the same backwater depth (0.5 ft.) and average flow velocities (10 fps) as the 390-foot structure. The flood plain conveyance is very low, and the slight encroachment of the embankment slopes into the channel does not reduce the hydraulic capacity.
3. Further encroachment using a 300-foot structure would produce 1.0 foot of backwater and 12 fps average flow velocities (comparable to the existing bridge).

Clearance in each case would be approximately 32 feet from the bottom of the bridge to the design stage elevation and 24 feet to the 1964 flood level.

The new structure should provide at least 162 feet of opening measured normal to the flow at the design stage of 67.8 feet MSL. Any fresh embankment slopes in contact with the flow should have a 3-foot thick blanket of class 700 riprap for protection against erosion.

Richard L. Lenz
Hydraulics Engineer
By Kenneth E Husby
Kenneth E. Husby
Hydraulics Specialist

KEH:ka

cc: Frank E. Terpin
E. L. Hardt
Don Harwell
Walt Hart
Hal Versteeg

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	22,000	25,000	
Discharge - m³/s			
Frequency - yrs.	50	100	
H.W. Elevation Natural Channel ft.	67^{8}		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—		
H.W. Elevation Channel Change m.	—		
Average Velocity - fps	10-12		
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

TUALATIN RIVER (WEIS) BRIDGE
PETE'S MOUNTAIN ROAD
CLACKAMAS COUNTY

COMPILED BY: KENNETH E. HUSBY

DATE: MAY 21, 1976

OSR
Clack Co

PRO 6

Region 1 - Milwaukie
February 26, 1976

from JON ROSE
Region Federal Aid Engineer

MEMO TO FILE

WEIS BRIDGE
OSR Project
PE Orientation Meeting
Prefix: 203-1921

On the afternoon of February 20th, a meeting was held in the Region conference room to discuss the development of the Weis Bridge off system project. The purpose of the meeting was to introduce the players to each other and clarify what part each would be playing in the total development of the job. The attached sheet lists all those present.

The County will begin the project by getting together field information necessary to design the structure. The Highway Division will design the bridge and handle construction engineering. Environmental work, public participation, public notifications, meetings and the formal hearing will be handled by the County. The County anticipated that in less than a month it would have the field information ready to be submitted to Salem.

A negative declaration is being prepared by Clackamas County and this will be reviewed by Craig Markham when it is completed. There appears to be a potential for some controversy over the project since the only detour available during construction is some 6 miles away. Public participation will take advantage of organizations active in affairs at the nearby school.

There was some discussion concerning the type design desired by the County, the details of foundation exploration and the way that salvage of the existing bridge should be handled in the special provisions. Phil Oakley, who is coordinating the design work in the Salem Bridge Office will check to see if the Tualatin River is a navigable stream at this point and will advise the County is permits are required and who has responsibility for obtaining them.

Although monitoring at this stage will require a minimal effort, Howard Harris will be the Resident Engineer assigned and will offer any necessary assistance to the County.

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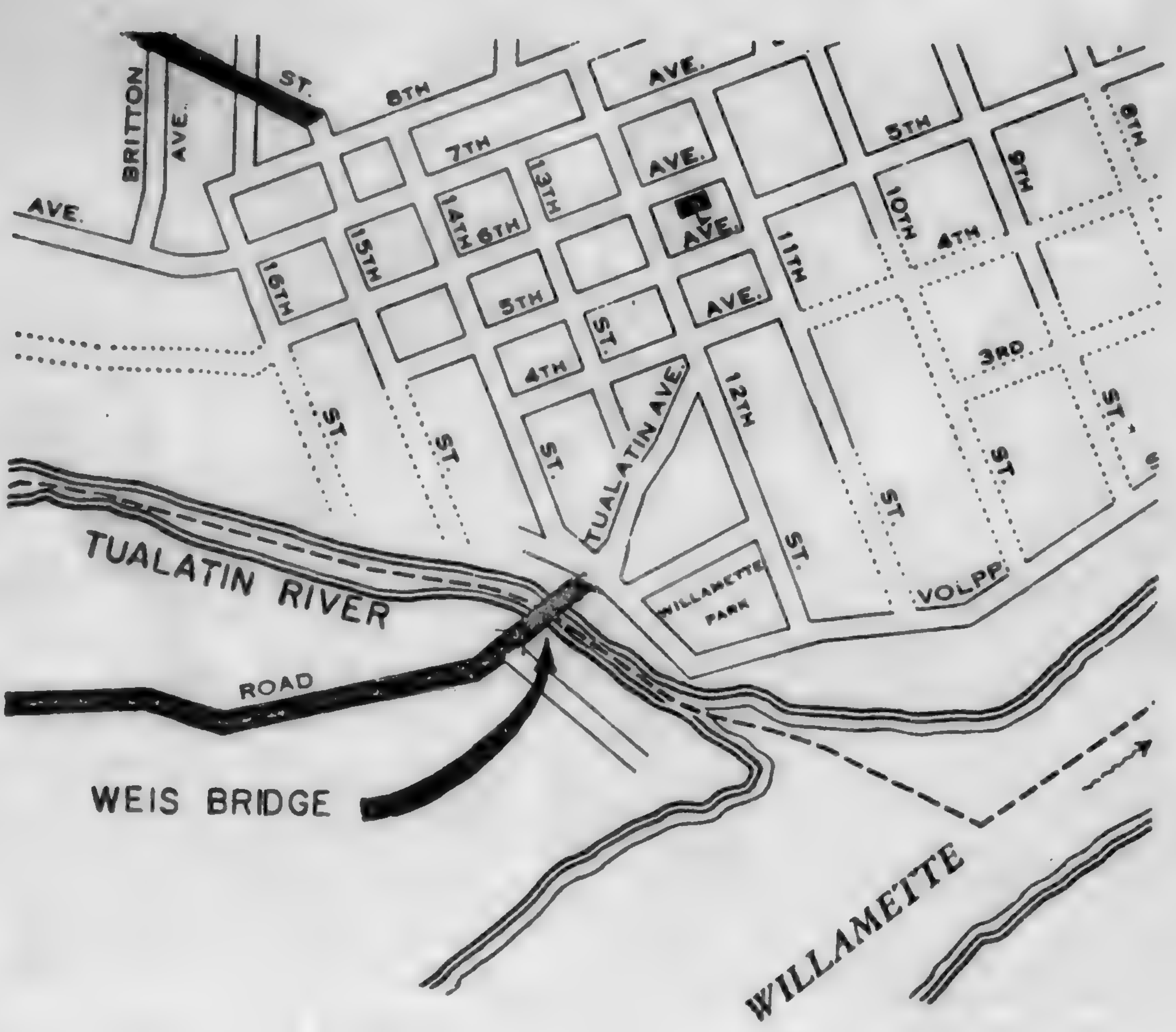
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

JR/lms
Attachment
cc: Dan Gano
Howard Harris
Phil Oakley
Ken Rolfe

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

WEIS BRIDGE


BRITTON
AVE.
ST.
8TH
AVE.
7TH
AVE.
5TH
6TH
9TH
10TH
4TH
15TH
14TH
13TH
6TH
AVE.
11TH
16TH
5TH
ST.
AVE.
3RD
4TH
TUALATIN AVE.
12TH
ST.
ST.
ST.
ST.
ST.
ST.
WILLAMETTE PARK
VOLPP
TUALATIN RIVER
ROAD
WEIS BRIDGE
WILLAMETTE

Weis Bridge has been proposed to be replaced through the availability of a federal grant. The affected structure lies between the city of West Linn and the Pete's Mountain area, crossing the Tualatin River just northwest of the Willamette River.

If you have any concerns, suggestions or questions regarding the project, please write Weis Bridge Project, Department of Public Works, Clackamas County, Attn. Rod Wichman, 902 Abernethy Rd., Oregon City, 97045, or call 655-8521.

There will be further opportunity for suggestions at the public meeting held April 15, 1976 at 7:30 p.m. at the Willamette Grade School, 10403 S.E. 12th St., West Linn.

OSR
Clack Co.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-21-76

FEDERAL AID PROJECT NO.: OS-0300(1)

STATE PROJECT NO.: Tualatin River(Weis)Br. Sect.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-13

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-21-76

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road - SCL West Linn - south 0.74 miles.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* all phases of preliminary engineering necessary to obtain an approved Final Negative Declaration at an estimated total cost of $10,000 - Federal funds $7,800.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-21-76 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's January 9, 1976 letter you are authorized to proceed with the work as shown above.

RECEIVED
COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

DATE: 1-21-76

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-21-76

BY (Signature): L. W. Rulien's 1-19-76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
13	OS-0300(1)	0.74	470,000	366,600	Tualatin River (Weis) Bridge Section. Clackamas County-State of Oregon.	Preliminary Engineering including utility preparatory work and one structure.

RECEIVED
COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 1-21-76

SIGNATURE AND TITLE

G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 9, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., S. City Limits (W. Linn), S. 0.74 mi		DHV 90 750	1,300	96	10	Oregon	41	627	13

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ne bridge								OS-	0300	(1)		

FUNDS
9) Off-System Roads

COUNTY NAME: Clackamas
CODE: 005

ROUTE NO.: FEDERAL-AID: Non STATE: Co. Rd U.S.: --

PROGRAM STAGE ☐ 1 OR ☒ XX 2

REA
--

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., S. City limits (W. Linn), S. 0.74mi.	0.74	15,000	11,700		3,300 (Co)	P.E. all phases; Const. reinforced concrete bridge (L-390'). Remove existing bridge const. roadway approaches & install guardrail.
ROW								ROW-60' normal; access control-None; Parking Restrictions-None. Utility adj. required including preparatory work.
CONST (CODE) X021		"Tualatin River (Weis) Bridge"	0.74	455,000	354,900	--	100,100 (Co)	
PROJECT TOTALS			0.74	470,000	366,600	--	103,400 (Co)	

RECEIVED
COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ BPE ☐

ARED BY: CL

REMARKS

RAM APPROVAL DATES
1 1976
DIVISION

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 9, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., S. City Limits (W. Linn), S. 0.74 mi 21 65	ADT	PRESENT DHV 90 750	FUTURE 1,300 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. and one bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 0300 7	SEQ.

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads	COUNTY NAME Clackamas				CODE 005 (14) (16)
	NAME OF URBAN AREA --	ROUTE NO.	FEDERAL-AID Non (32)	STATE Co. Rd (36) (37)	U.S. -- (41)	

17-31

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
									ESTIMATED PROJECT COST BY PHASES			
1	(14-15)	(16)	41	42	43 46	53	Co. Rd., S. City limits (W. Linn), S. 0.74mi.	(54) (58)	(59) (66)	(67) (76)		
5					PE			0.74	15,000	11,700		3,300 (Co)
5					ROW							
5					CONST (CODE) X021		"Tualatin River (Weis) Bridge"	0.74	455,000	354,900	--	100,100 (Co)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.74	470,000 (19) (23)	366,600 (24) (33)	--	103,400 (Co)
1	14	PROGRAM APPROVAL DATES					REMARKS	

P.E.
Cons
conc
(L-3
exis
road
inst

ROW-
acce
Park
None
Uti
incl
work

JAN 21 1976

ON DIVISION

RECEIVED
COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ RE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-OVER-

TUALATIN RIVER (WEIS) BRIDGE

PROJECT NO. OS-0300(1)

ting Facility: Present structure # 1654 consists of 12-20' pile bent approaches and a 150-foot steel deck truss main span with a horizontal clearance of 19-feet. Posted limit of 20 ton.

cent Section: 19-foot A.C. surface roadway with 4-foot gravel shoulders.

ect Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct on existing alignment, concrete bridge approximately 390-feet in length with a 32-foot roadway, remove existing structure, grade and pave approach roadways and install guardrail. County will perform the signing and striping work.

Note: Portions of the preliminary engineering performed by the Clackamas County forces with review and contracting by State forces. Utility adjustments required including preparatory work.

ptions to Minimum Design Standards: None

m Action, Railroads, Airports, Water Developments, Historical Recreational Areas: None involved.

7-7-2 Requirements: Major action project requiring a negative aration concurred in by FHWA on October 8, 1975.

0-1-70 Requirements: State Clearinghouse and District 2 Clearouse A-95 review approval letters dated November 25, 1975 and mber 19, 1975 respectively.

7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Data for PR-37:

Preliminary engineering --	Field Work	$10,000
	P. S. & E. Preparation	5,000
	Total	$15,000

Note:

(1) This project is in Congressional District No. 1.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

TUALATIN RIVER (WEIS) BRIDGE

PROJECT NO. OS-0300(1)

Existing Facility: Present structure # 1654 consists of 12-20' pile bent approaches and a 150-foot steel deck truss main span with a horizontal clearance of 19-feet. Posted limit of 20 ton.

Adjacent Section: 19-foot A.C. surface roadway with 4-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct on existing alignment, concrete bridge approximately 390-feet in length with a 32-foot roadway, remove existing structure, grade and pave approach roadways and install guardrail. County will perform the signing and striping work.

Note: Portions of the preliminary engineering performed by the Clackamas County forces with review and contracting by State forces. Utility adjustments required including preparatory work.

Exceptions to Minimum Design Standards: None

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on October 8, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated November 25, 1975 and November 19, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the deve
of this project.

Route Data: This is a farm-to-market road, school bus
mail route.

Data for PR-37:

Preliminary engineering --	Field Work	$10,00
	P. S. & E. Preparation	5,00
	Total	$15,00

Note:

(1) This project is in Congressional District No.

(2) On-the-job trainees, as set forth in FHWA ord
interim 7-2(2), on this project will be deter
at P. S. & E. stage and the number stipulated
the P. S. & E. documents.

Form E-29 ~~(Rev. 9-71)~~

8469

Osr –
Clack Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin River (Weis) Bridge

Date January 12, 1976

Highway Pete's Mountain Road OS-0300(1)

Authorization No. 1

County Clackamas

Survey Prefix 203 - 1921 (Assigned by Salem office)

Description of termini, route, length, etc.:

Replace Weis Bridge over the Tualatin River.

Purpose of survey:

Foundation exploration and work necessary to monitor County's field survey.

OS-0300(1)

Estimate of cost:

Bridge	906	1,250
Field	901	$ 500
Foundation	926	2500
Plans	905	250
Proj. Mgt	920	100
Specifications	921	400

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 5,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Field Engineer

Recommended for Approval: Location Engineer

Recommended for Approval: Regional Engineer

Approved: Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
1-21-76
25

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

-9469

1

January 9, 1976

TO G. L. Green
Division Administrator

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-0300(1)

We are submitting program data for one project, Item No. 13, Project No. OS-0300(1), "Tualation River (Weis) Bridge", which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officals and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Final Negative Declaration at an estimated total cost of $10,000 with obligation of $7,300 in federal funds.

CL:ro

Encl.

cc: E. L. Hardt (Region 1)

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 9, 1976

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
o. Rd., S. City Limits (W. Linn), S. 0.74 mi	**ADT**	DHV 90 750	1,300	96	10	Oregon	41	627	13

								PROJECT NUMBER			T. Projects Only	
WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
dge								OS-	0300	(1)		

f-System Roads

COUNTY NAME	Clackamas	CODE 005			
ROUTE NO.	FEDERAL-AID	Non	STATE	Co. Rd	U.S. --

PROGRAM STAGE ☐ 1 OR XX 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co. Rd., S. City limits (W. Linn), S. 0.74mi.	0.74	15,000	11,700	--	3,300 (Co)	P.E. all phases; Const. reinforced concrete bridge (L-390'). Remove existing bridge const. roadway approaches & install guardrail. ROW-60' normal; access control-None; Parking Restrictions-None. Utility adj. required including preparatory work.
OW								
NST DE) 021		"Tualatin River (Weis) Bridge"	0.74	455,000	354,900	--	100,100 (Co)	
CL		PROJECT TOTALS	0.74	470,000	366,600	--	103,400 (Co)	

OVAL DATES

REMARKS

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

January 9, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1	Co. Rd., S. City Limits (W. Linn), S. 0.74 mi	ADT	DHV 90 750	1,300	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	P.E. and one bridge								OS-	0300

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	(Section 219) Off-System Roads	Clackamas	005

NAME OF URBAN AREA	ROUTE NO. FEDERAL-AID	STATE	U.S.
--	Non	Co. Rd	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1							Co. Rd., S. City limits (W. Linn), S. 0.74mi.					
5					PE			0.74	15,000	11,700	--	3,300 (Co)
5					ROW							
5					CONST (CODE) X021		"Tualatin River (Weis) Bridge"	0.74	455,000	354,900	--	100,100 (Co)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
CARD 1	1	CL	PROJECT TOTALS	0.74	470,000	366,600	--	103,400 (Co)
1	14	PROGRAM APPROVAL DATES					REMARKS	

P.E.
Const
concr
(L-39
exist
roadw
insta

ROW-6
acces
Park
None.
Util
incl
work.

-OVER-

TUALATIN RIVER (WEIS) BRIDGE

PROJECT NO. OS-0300(1)

g Facility: Present structure # 1654 consists of 12-20' pile bent approaches and a 150-foot steel deck truss main span with a horizontal clearance of 19-feet. Posted limit of 20 ton.

t Section: 19-foot A.C. surface roadway with 4-foot gravel shoulders.

Data: Work under this project consists of the following:

) Preliminary engineering all phases.

) Construct on existing alignment, concrete bridge approximately 390-feet in length with a 32-foot roadway, remove existing structure, grade and pave approach roadways and install guardrail. County will perform the signing and striping work.

te: Portions of the preliminary engineering performed by the Clackamas County forces with review and contracting by State forces. Utility adjustments required including preparatory work.

ons to Minimum Design Standards: None

Action, Railroads, Airports, Water Developments, Historical creational Areas: None involved.

-7-2 Requirements: Major action project requiring a negative ation concurred in by FHWA on October 8, 1975.

-70 Requirements: State Clearinghouse and District 2 Clear-se A-95 review approval letters dated November 25, 1975 and er 19, 1975 respectively.

-7-5 Requirements:

) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Data for PR-37:

Preliminary engineering --	Field Work	$10,000
	P. S. & E. Preparation	5,000
	Total	$15,000

Note:

(1) This project is in Congressional District No. 1.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

TUALATIN RIVER (WEIS) BRIDGE

PROJECT NO. OS-0300(1)

Existing Facility: Present structure # 1654 consists of 12-20' pile bent approaches and a 150-foot steel deck truss main span with a horizontal clearance of 19-feet. Posted limit of 20 ton.

Adjacent Section: 19-foot A.C. surface roadway with 4-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct on existing alignment, concrete bridge approximately 390-feet in length with a 32-foot roadway, remove existing structure, grade and pave approach roadways and install guardrail. County will perform the signing and striping work.

Note: Portions of the preliminary engineering performed by the Clackamas County forces with review and contracting by State forces. Utility adjustments required including preparatory work.

Exceptions to Minimum Design Standards: None

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on October 8, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated November 25, 1975 and November 19, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the de
of this project.

Route Data: This is a farm-to-market road, school bu
mail route.

Data for PR-37:

Preliminary engineering --	Field Work	$10,
	P. S. & E. Preparation	5,
	Total	$15,

Note:

(1) This project is in Congressional District N

(2) On-the-job trainees, as set forth in FHWA
interim 7-2(2), on this project will be de
at P. S. & E. stage and the number stipula
the P. S. & E. documents.

8469

January 9, 1976

Executive Department
Federal Aid Coordination Unit

L. W. Rullen
Project Management Engineer

Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Off-System Roads projects.

Item No.	Project No.	Section Name & PMRS No.
13	05-0300(1)	Tualatin River (Weis) Bridge #7510-2-640

Encl.

cc: D. E. Swan
J. L. Gaither

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 9, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., S. City Limits (W. Linn), S. 0.74 mi		DHV 90 750	1,300	96	10	Oregon	41	627	13

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
one bridge								OS-	0300	(1)		

RAL FUNDS

219) Off-System Roads

AREA

--

COUNTY NAME	CODE	ROUTE NO. FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Clackamas	005	Non	Co. Rd	--	☐ 1 OR XX 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd., S. City limits (W. Linn), S. 0.74mi.	0,74	15,000	11,700	--	3,300 (Co)	P.E. all phases; Const. reinforced concrete bridge (L-390'). Remove existing bridge const. roadway approaches & install guardrail.
	ROW								ROW-60' normal; access control-None; Parking Restrictions-None.
	CONST (CODE) X021		"Tualatin River (Weis) Bridge"	0.74	455,000	354,900	--	100,100 (Co)	Utility adj. required including preparatory work.
PARED BY	CL		PROJECT TOTALS	0.74	470,000	366,600	--	103,400 (Co)	

OGRAM APPROVAL DATES

REMARKS

-OVER-

MONT LY T ANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 9, 1976

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd., S. City Limits (W. Linn), S. 0.74 mi	**ADT**	PRESENT DHV 90 750	FUTURE (66) (70) 1,300	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 P.E. and one bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 OS-	NUMBER 0300	SEQ.

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads	COUNTY NAME Clackamas	CODE (14) (16) 005
	NAME OF URBAN AREA 17-31 --	ROUTE NO. FEDERAL-AID (32) Non	STATE (36) (37) Co. Rd
		U.S. (41) --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rd., S. City limits (W. Linn), S. 0.74mi.	0.74	15,000	11,700	--	3,300 (Co)
5					**ROW**							
5					**CONST** (CODE) X021		"Tualatin River (Weis) Bridge"	0.74	455,000	354,900	--	100,100 (Co)
CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS				0.74	470,000	366,600	--	103,400 (Co)
1	14	PROGRAM APPROVAL DATES							(18) (23)	(24) (33)	REMARKS	

P.E.
Const
concr
(L-39
exist
roadw
insta

ROW-6
acces
Parki
None.
Util
inclu
work.

-OVER-

TUALATIN RIVER (WEIS) BRIDGE

PROJECT NO. OS-0300(1)

g Facility: Present structure # 1654 consists of 12-20' pile bent approaches and a 150-foot steel deck truss main span with a horizontal clearance of 19-feet. Posted limit of 20 ton.

t Section: 19-foot A.C. surface roadway with 4-foot gravel shoulders.

Data: Work under this project consists of the following:

) Preliminary engineering all phases.

2) Construct on existing alignment, concrete bridge approximately 390-feet in length with a 32-foot roadway, remove existing structure, grade and pave approach roadways and install guardrail. County will perform the signing and striping work.

ote: Portions of the preliminary engineering performed by the Clackamas County forces with review and contracting by State forces. Utility adjustments required including preparatory work.

ions to Minimum Design Standards: None

Action, Railroads, Airports, Water Developments, Historical creational Areas: None involved.

-7-2 Requirements: Major action project requiring a negative ration concurred in by FHWA on October 8, 1975.

1-70 Requirements: State Clearinghouse and District 2 Clear- se A-95 review approval letters dated November 25, 1975 and er 19, 1975 respectively.

7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Data for PR-37:

Preliminary engineering --	Field Work	$10,000
	P. S. & E. Preparation	5,000
	Total	$15,000

Note:

(1) This project is in Congressional District No. 1.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

TUALATIN RIVER (WEIS) BRIDGE

PROJECT NO. OS-0300(1)

Existing Facility: Present structure # 1654 consists of 12-20' pile bent approaches and a 150-foot steel deck truss main span with a horizontal clearance of 19-feet. Posted limit of 20 ton.

Adjacent Section: 19-foot A.C. surface roadway with 4-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct on existing alignment, concrete bridge approximately 390-feet in length with a 32-foot roadway, remove existing structure, grade and pave approach roadways and install guardrail. County will perform the signing and striping work.

Note: Portions of the preliminary engineering performed by the Clackamas County forces with review and contracting by State forces. Utility adjustments required including preparatory work.

Exceptions to Minimum Design Standards: None

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on October 8, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated November 25, 1975 and November 19, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the de of this project.

Route Data: This is a farm-to-market road, school bu mail route.

Data for PR-37:

Preliminary engineering --	Field Work	$10,
	P. S. & E. Preparation	5,
	Total	$15,

Note:

(1) This project is in Congressional District N

(2) On-the-job trainees, as set forth in FHWA o interim 7-2(2), on this project will be det at P. S. & E. stage and the number stipulat the P. S. & E. documents.

8469 15

January 7, 1976

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5544

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Tualatin River (Weis) Bridge Section of Petes Mountain Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Att.

cc Don Harwell (agree. att.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
January 2, 1975

FILE:

Yellow Copy

FROM: Robert H. Prange
Rural Engineer

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

SUBJECT: OSR Program Request

Project: OS-0300(1)

RECEIVED
COUNTY & CITY SECTION
DEC 31 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

County: Clackamas Section: Tualatin River (Weis) Bridge
Petes Mountain Road

Termini: On the southerly boundary of West Linn Urban Area

Proposed Work: All phases of preliminary engineering and construct bridge

Project Length: Approximately 400 feet

Cost:	Total	Federal	County
P.E. County	$ 10,000	$ 7,800	$ 2,200
State	5,000	3,900	1,100
Construction	455,000	354,900	100,100

Existing Facilities: Bridge has twelve 20-foot wooden pile bent approach spans and a 150-foot steel deck truss center span with a 19' roadway

Adjacent Sections:
North End)
- 19-foot A.C. roadway with three 4-foot gravel shoulders
South End)

Project Data: All phases of P.E.
Construct a reinforced concrete bridge approximately 390 feet long with a 32-foot roadway. Contractor to make the connections to the existing roadway, install guardrail, remove and dispose of the existing bridge and place any necessary riprap. County is to do the striping and install the permanent signing. Construction engineering is to be done by State.

Route Data: This is a farm to market road and is a school bus and mail route

Public Hearing: Not required

Environmental Assessment: 10/25/75

Park and Recreation Area Affected: This will increase the accessability to recreation areas

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved: 11/25/75

Council of Governments: 10/2/75

U.S. Army: Permits will be acquired prior to contract award

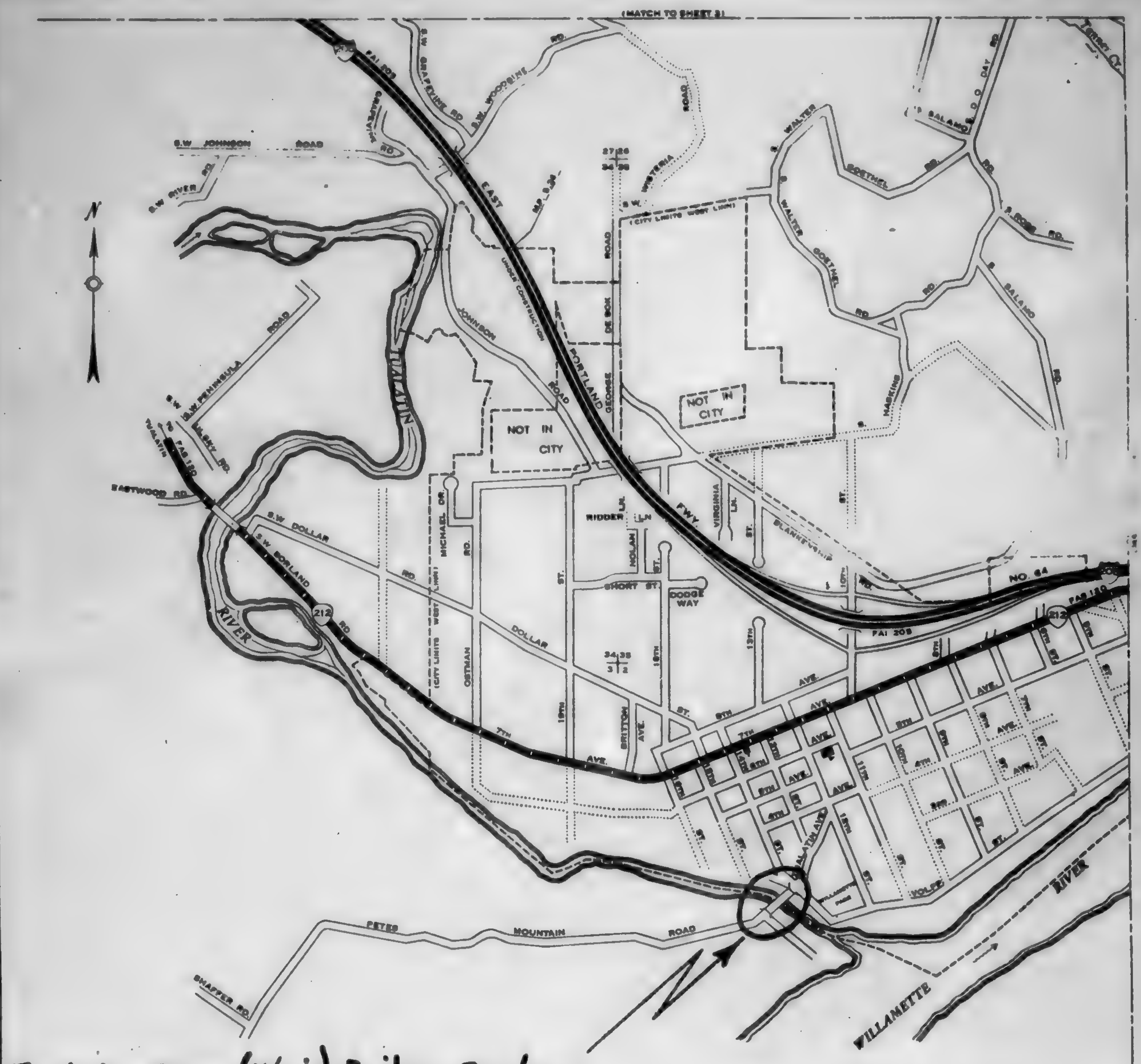
Approved by D.O.T.: 8/27/75

ADT: DHV:

1975--750 present 1974--

HR:dp

Attachments


(MATCH TO SHEET 3)
N
S.W. JOHNSON ROAD
S.W. RIVER RD.
S.W. GRAPELINE RD.
S.W. WOODSINE RD.
EAST PORTLAND FWY
FAI 205
JOHNSON ROAD
GEORGE DE BOK ROAD
S.W. WISTERIA ROAD
S. WALTER GOETHEL RD.
S. SALAMO RD.
S. ROSE RD.
S. HASKINS RD.
NOT IN CITY
NOT IN CITY
TUALATIN
RIVER
S.W. PENINSULA ROAD
EASTWOOD RD.
S.W. DOLLAR RD.
S.W. PORTLAND RD.
212
FAS 150
RIDDER LN.
NOLAN LN.
VIRGINIA LN.
BLANKENSHIP RD.
SHORT ST.
DODGE WAY
DOLLAR
OSTMAN
MICHAEL DR.
7TH AVE.
BRITTON AVE.
NO. 64
FAI 205
WILLAMETTE RIVER
PETES MOUNTAIN ROAD
SHAFFER RD.
VOLPP ST.

Tualatin River (Weis) Bridge Section
Off System Project 0S-0300(1)

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS

- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

T2S T3S R1E W.M

WEST LINN

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,650

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

1	2
3	4
5	6

SHEET 5 OF 6 SHEETS

AUTHORITY FOR SURVEY
PERFORMED BY COUNTY FORCES

ORDER NO. ____________

F. A. Project No. 05-0300(1) Date December 16 1975

Street Weis Bridge No. 1654 on Pete's Mountain Road (31003) off system

County Clackamas Prefix ____________ Account No. ____________

Description of work to be done:

Replacement of structurally deficient and functionally obsolete Weis Bridge No. 1654. This project is submitted for Federal Funding off system under Title 23, Section 219

Location: Sta. to Sta. or MP to MP

Weis Bridge No. 1654 located on Tualatin River between Tualatin Street in West Linn and Pete's Mountain Road (31003) in Clackamas County.

Estimate of quanities and costs:

Survey Estimate

Estimated preliminary survey expense on Weis Bridge No. 1654 for preparation of environmental negative declaration and preliminary surveys with site plans.

Estimated Total $9,600.00

Explanation:

Preliminary survey includes:

Field survey, site plans, preliminary design, right of way investigation, utility coordination, environmental statement and hearings, soild, planning and traffic.

Submitted by ____________ (County) TRAFFIC ENGINEER

Approved ____________ (OSHD)

To Carstenson 12/31/75

Form E-39 (Rev. 9-71)

8469

Clack Co
Co Rds

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Clackamas County non FA routes

Highway County Roads

County Clackamas

Date Dec. 10,1975 19

Authorization No. 1

Survey Prefix 203-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Non Federal-Aid Routes

RECEIVED
COUNTY & CITY SECTION
DEC 16 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Purpose of survey: Prepare Title Sheet

Plans 90S 200

Estimate of cost:

SRS-000S(44)
11/11/75

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 200

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
Victor D. Wolfe
Location Engineer

Approved:
E S Wheaton
Assistant State Highway Engineer

SP*23604-731

OFFICE ENGINEERING SECTION
O. E. APPR. 11-11-75
FED. AID SRS STATE

8469 13

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

NOTED
E. S. HUNTER

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Tualatin River Bridge [illegible]) CLARK

DATE: 11/25/75

The state has reviewed your project and reached the following conclusions:

12-3-75
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.
W. J. Hart
R. E. Etherington, CRAG

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7510 2 640

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
DEC 3'75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
[illegible]

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
OCT 29 1975
DIVISION OF STATE LANDS

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
NOV 18 1975

PNRS STATE REVIEW

Project #: 7510 2 640 Due Date: NOV 21 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

RECEIVED
STATE HWY ENGR
DEC 3 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The State Highway Division routinely applies for permits needed from the Division of State Lands.

Agency Lands By Jan Haley

8469

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 29, 1975

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Assoc.
of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM ORIGINAL SIGNED BY GEORGE HOPKINS
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. District No. 2
Tualatin River (Neis) Bridge Section
Pete's Mountain Road (West Linn)
Clackamas County

Please be advised that an error was made in the classification of the subject project A-95, distributed by letter October 22, 1975.

The correct classification for environmental documentation should be a Category 3 project of major-significant impact.

BLG:md

cc: G. L. Green, FHWA	G. N. Hopkins, Co.-City
F. B. Klaboe	B. L. Gifford
V. D. Wolfe	D. E. Swan
J. B. Boyd	E. L. Hardt
R. E. Royer	W. W. Geibel
✓J. H. Versteeg	Aeronautics Div.
Gary Potter	W. J. Hart
W. D. Albright	R. E. Etherington, CRAG

1 [illegible]
2 [illegible]
3 [illegible]
Scott.
2 Swenson
R. Cl[illegible]
Copy Trout

RECEIVED
OCT 30 1975

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8469

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 22, 1975

TO: Executive Department
Federal Aid Coordinaation Unit

Columbia Region Assoc. of
Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM: George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Tualatin River (Weis) Bridge Section
Pete's Mountain Road (West Linn)
Clackamas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 25, 1975.

Attachment

BLG:ek

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.
W. J. Hart
R. E. Etherington, CRAG

RECEIVED
STATE HWY ENGR
OCT 28 '75
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Tualatin River (Weis) Bridge District 2

11 — 12] PROJECT LOCATION—CITY: Pete's Mountain Road West Linn — PROJECT LOCATION—COUNTY: Clackamas — PROJECT LOCATION [79: SEC: - T: 3S R: 2E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is to replace a substandard bridge, wider and with a higher

06 12] load limit to allow use of heavy trucks. Preliminary Engineering, grading, [71

07 12] paving, structure and incidental work are involved. [71

08 12] (See attachment.) [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
360,360	-	-	101,640	-	462,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL **PROGRAM TITLE** [71: Title 23 USC Highways

15 — 12] FEDERAL **AGENCY NAME** [45: U. S. Dept. of Transportation — 46] FEDERAL **SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

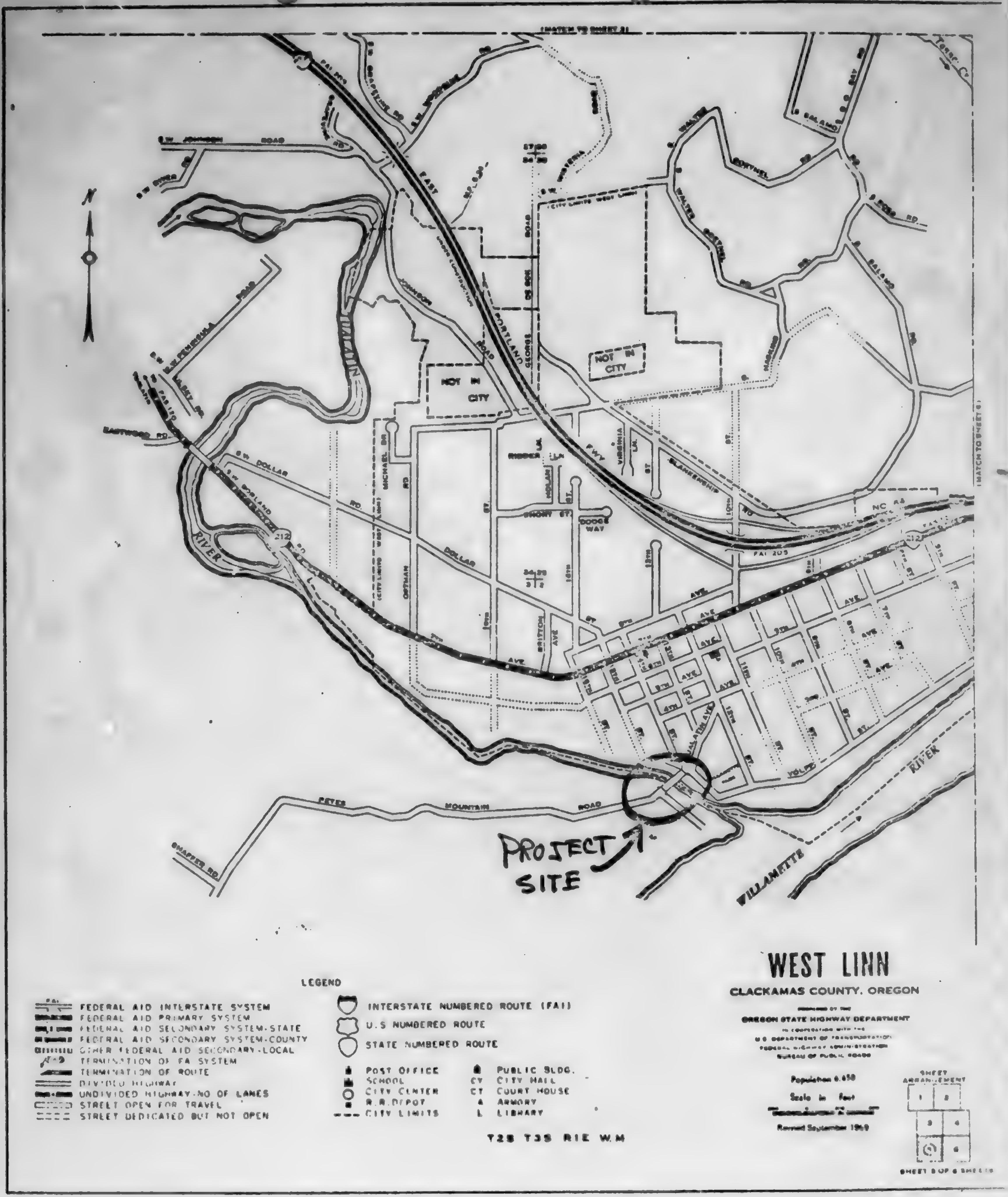
(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: October 22, 1975

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November — 43] DAY [44: 25 — 45] YEAR [46: 1975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(MATCH TO SHEET 6)
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S.W. PENINSULA ROAD
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DOLLAR
S.W. PORTLAND RD
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GEORGE DE BOK ROAD
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OSTMAN RD
RIDDER LA
HOLAM ST
SHORT ST
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VIRGINIA LA
BLANKENSHIP
BRITTON AVE
AVE
RIVER
TUALATIN
212
FAI 205
PETES MOUNTAIN ROAD
SHAFFER RD
WILLAMETTE RIVER
VOLPP ST
S. WALTS
S. SALAMO RD
S. ROSE RD
PROJECT SITE
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
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DIVIDED HIGHWAY
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STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
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SHEET ARRANGEMENT
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SHEET 5 OF 6 SHEETS

WEST LINN

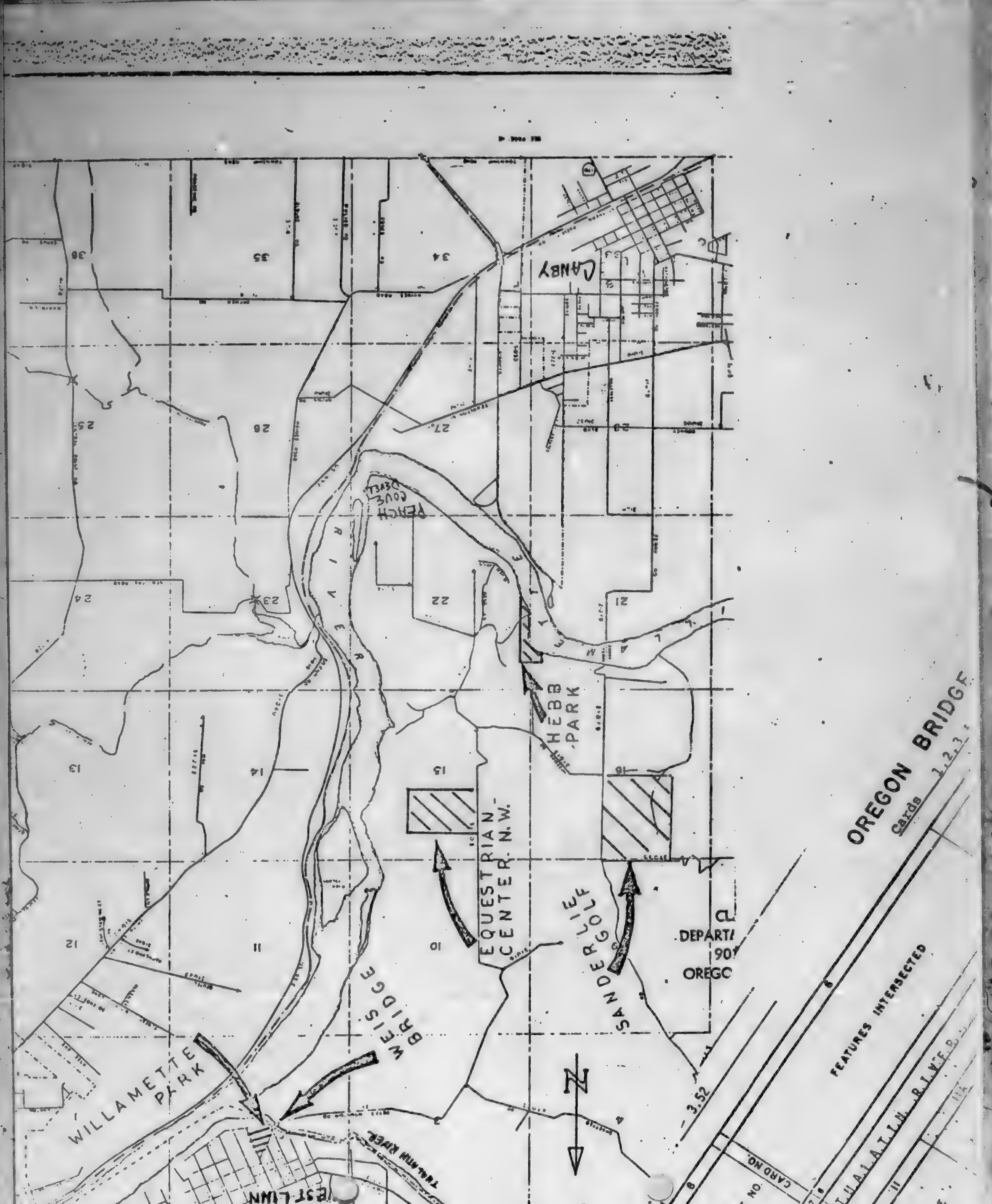
CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,650

Scale in Feet

Revised September 1969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PERCH COVE DEVEL
RIVER
WILLAMETTE
HEBB PARK
EQUESTRIAN CENTER N.W.
SANDERLIE GOLF
WEISS BRIDGE
WILLAMETTE PARK
TUALATIN RIVER
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CARD NO.
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5 TUALATIN RIVER
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MILE POST
I.S.M.I.E.

8469

Form 81 7 14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

October 14, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Project Assessment
Weis Bridge No. 1654
Pete's Mountain Road
Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward

RECEIVED
STATE HWY ENGR
OCT 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
ESH
E. S. Hunter
Date 10-16-75

Versteeg
J. Olson
Turpin
Scott
Swanson
R. Olson
Trout K

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OCT 21 1975
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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 8, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project OS-0300(-)
Weis Bridge, Pete's Mt. Rd.
Project Assessment
CLACK Co.

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Pulien

The subject project assessment submitted with Mr. Pulien's September 24, 1975 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for E J Valach
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 1, Craig)
1041DA.1

RECEIVED
STATE HWY ENGR
OCT 13 '75
REFER TO Pulien
FOR

cy Schneider

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

OCT 13 1975

B N GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 17, 1975

A. PROJECT IDENTIFICATION

Name of Project Replacement of Weis Bridge No. 1654 OS-0300(-)
(Section)

Location of Project - Pete's Mountain Road (Highway Name) (Highway No., US - ORE)

(City) Clackamas (County) 1 (Region)

Program OSR (Funding) $462,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace bridge with a wider, higher load limit structure which will allow use by heavy trucks (vehicles in excess of 25 tons).

Origin and History: See Clackamas County's memo, "Replacement of Weis Bridge No. 1654" on the following page, 1A.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 390 foot bridge plus approaches.

Termini NE terminus is at Tualatin Street end of the bridge.
SW terminus is at the Pete's Mountain end of the bridge.

Alignment (new or existing) Existing

CATEGORY
3 PROJECT

Major
non-sign

Form (2)9-74

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

REPLACEMENT OF WEIS BRIDGE #1654

Weis Bridge over the Tualatin River located in the center of Section 2, T3S, R1E, W.M. consists of 12 - 20 foot wooden pile bent approaches and a 150 foot steel deck truss built in 1931 and load rated H-10. Present load limit of 20 tons and one way traffic for busses and trucks. The load limit was posted in 1973 and is still in effect.

This 44 year old truss was originally scheduled for sandblasting and painting in 1976 at an approximate cost of $20,000, however, because of the inability of the structure to carry todays two way traffic of 36 tons each lane and the inadequacy of the 19 foot roadway to sustain even moderate volumes of traffic has prompted us to defer the structural painting and search for a method to finance replacement of this outdated structure.

An increasing sense of urgency is felt because of a large increase in the recreation use of West Linn City Park and the adjacent boat ramp. Also it is the nearest access to Clackamas County's Hebb Park and boat ramp, Sanderlie Public Golf Course and Equestrian Center Northwest.

The population of this area is 4,000 and the projected recreational use of Hebb Park is 500 people a day, Sanderlie Public Golf Course is 350 per day and Equestrian Center Northwest has an average of 200 per day on weekends with several horse shows a year drawing upwards of 1000 people daily transporting some 300 horse trailers. Also, there are two school busses making two trips daily which make a detour of 12 miles to avoid using the potentially hazardous narrow bridge. The average daily traffic is 750.

A replacement structure currently being considered consists of 2 - 130 foot approach spans with a 130 foot center span constructed with concrete "T" beams and continuous concrete deck 32 feet wide at an estimated cost of $462.000.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None required unless future survey determines otherwise.

Typical Section Two travel lanes and shoulders.

Bikeway N/A

Structures N/A

Additional Facilities N/A

Access Control N/A

Materials N/A

Borrow and Waste Disposal N/A

Special Construction Methods N/A

Characteristics (ADT) 750 (1975) with significant peaks during the summer months, due to recreation traffic to Hebb Park, Sanderlie Golf Course and Equestrian Center Northwest.

Other General Information (or Supplemental information to items) The quality and serviceability of the existing bridge appears to be consistent with present traffic volumes, land use, and the quality of the road it serves. The proposed project would be an initial upgrading on this local road system.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing alignment would be used, with minor adjustments of the approaches to match the wider span.

No Build Alternative:

The main limiting factor of the bridge at present is the prohibition of vehicles over 20 tons. This limitation would continue if the bridge is not replaced. Though school buses do not exceed the posted load limit, school authorities do not allow them to cross the bridge under the present conditions. It is likely that this condition would continue if the bridge is not improved.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies Improvement of this road should be discussed and coordinated with CRAG and Clackamas County Planning Department. The bridge is on the Portland urban area boundary.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Local citizens on Pete's Mountain Road and in neighborhoods along route between proposed bridge replacement and I-205 Interchange in West Linn.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________
☐ Reconnaissance ____________
☐ Field Location ____________
☐ Office Location ____________
☐ Field Prel. Design ____________
☐ Office Prel. Design ____________
☐ Final Design ____________
☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________
☐ Prel. Engineering ____________
☐ Corridor Approval ____________
☐ Design Approval ____________
☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Weis Bridge crosses the Tualatin River 1,000 feet upstream from its junction with the Willamette River. The Tualatin River's banks slope steeply at the crossing. Pete's Mountain Road gains 600 feet of elevation within the first 1.3 miles south of the bridge, and also climbs a steep grade from the bridge northward into West Linn neighborhoods. The river banks are lined by mixed hardwoods (bigleaf maple, white oak, Oregon Ash, red alder, cottonwood), some Douglas fir and a fairly dense undergrowth, which provide prime habitat for small mammals (furbearing, game and non-game), deer and birds (including heron). The Tualatin bears significant runs of steelhead and Coho, though impoundment and pollution from upstream sources reduce this potential. Cutthroat trout inhabit the faster-moving stretches of the river, while warm water species inhabit slower portions. Soils at the bridge site are Olympic Silt loam.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) This section of the Tualatin River lies on the designated regional urban boundary at present, with suburban residential use in West Linn, immediately north of the bridge, and rural residential uses south of the river. Noise and air quality are not now significantly affected by the road, with its low volumes of traffic and vehicle weight restrictions. Willamette Park is located immediately NE of the bridge at the junction of the Willamette and the Tualatin. Willamette Grade School is located on 12th Street, part of the route from the bridge to ORE 212 (7th Avenue) and I-205. Electic power lines cross the river diagonally several feet downstream from the bridge and telephone lines closely parallel the bridge just upstream. Neither are attached to the structure. A sewer manhole is located directly beneath the northeast end of the bridge.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: It is not anticipated that any new right-of-way will be needed.

   Consequences:

2. Estimated Changes in Traffic Patterns: Road will be closed during removal and replacement of bridge. School busses and heavy vehicles will be able to use the route following construction.

   Consequences: Temporary detour via Shaffer Road, Mountain Road and Turner Road to ORE 212 for traffic normally using Weis Bridge. After construction, school bus trips will be shortened for students living south of the bridge. Truck traffic will be heavier and more frequent on Pete's Mountain Road, Tualatin Avenue, 12th Street and 7th Avenue (the route through West Linn from the bridge to I-205).

Preliminary Assessment of Impacts (cont.)

3. **Estimated Changes in Land Use:** The project would improve access to the Pete's Mountain area, though most of the area is designated as "rural" (5 acre minimum lot size) and no sewers exist or are projected within the next 30 years.

   Consequences: Increased pressure to develop the Pete's Mountain area to the maximum densities projected in the Comprehensive Plan. (Existing subdivisions of record may be developed to higher densities). Increased use and demand for improvement of Pete's Mountain Road. Increased maintenance of existing road under heavier loads.

4. Expected Adverse Effects on Natural Ecological Resources: No significant effects anticipated at bridge site. The increased capacity of the highway may result in secondary reductions in wildlife habitats in the Pete's Mountain area if development proceeds as mentioned above.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: No significant effects anticipated at the bridge site, but the increased load limit and the resulting increase in heavy trucks will raise noise levels along the route.

   Consequences: Increased noise in the affected residential neighborhood of West Linn and increased traffic noise levels at Willamette Grade School.

6. Preliminary Identification of Areas of Critical Environmental Concern: Affects on recreational residential development in the Pete's Mountain vicinity.

   Potential for increased truck traffic and noise between Weis Bridge and I-205, particularly impacts on school and residential area. Exhaust braking on the steep bridge approaches could cause acute problems.

7. Potential for Controversial Issues: Question of noise generation mentioned above.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans--West Linn lies within the Portland Metropolitan Special Air Quality Maintenance Area. It is not anticipated that the project will directly or indirectly cause the air quality standards to be exceeded.

b. Noise Standards--It is not possible to determine the actual noise levels which may result from the increased truck traffic, since the future traffic volumes are unknown. Estimates would be desireable, and in any case, the traffic noise situation should be monitored periodically, following the project, to ensure the maintenance of reasonable noise levels in the residential and school zones. Restrictions on use of exhaust brakes should be investigated.

c. Water Quality Standards--

Any impacts on water quality at the bridge site will be temporary and minimal. Adequate erosion control measures will be required during construction.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

Draft Environmental Assessment by County, in consultation with Regional Environmentalist. Rough draft negative declaration.

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

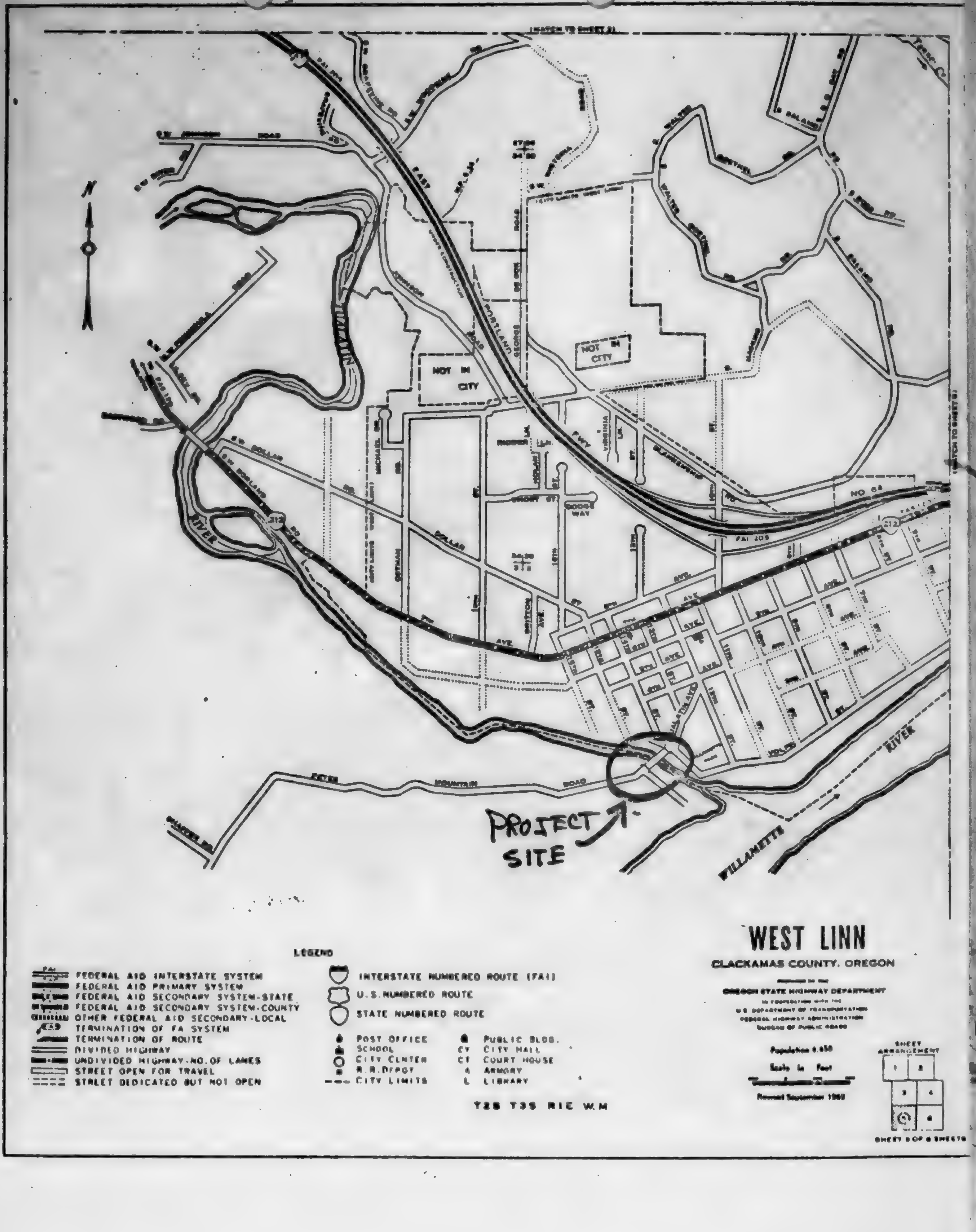
☒ Major Action
  ☐ Significant ☒ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☒ Negative Declaration*
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________

* Though the subject project has characteristics of a "non-major" action, the potential for secondary impacts appears to warrant treatment in a negative declaration with opportunities for public input.


PROJECT SITE
WILLAMETTE RIVER
TUALATIN RIVER
PETES MOUNTAIN ROAD
PORTLAND RD
NOT IN CITY
NOT IN CITY
212
FAI 205
NO 64
WEST LINN
CLACKAMAS COUNTY, OREGON
Prepared by the
OREGON STATE HIGHWAY DEPARTMENT
in cooperation with the
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 6,650
Scale in Feet
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SHEET ARRANGEMENT
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SHEET 5 OF 6 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
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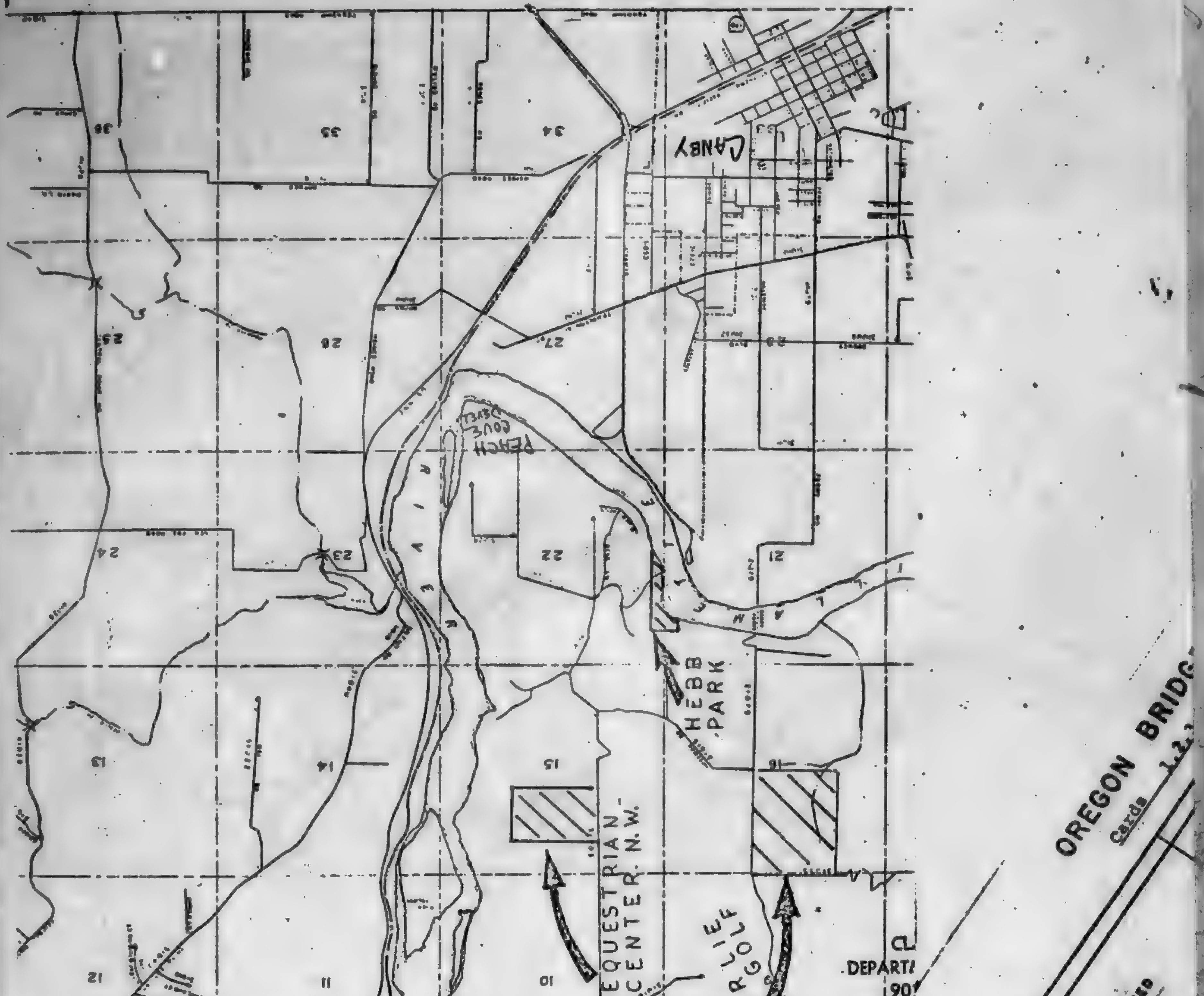
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TUALATIN RIVER
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FEATURES INTERSECTED
TUALATIN RIVER
CARD NO.
BRIDGE NO.
6
5
MILE POST
11

Clack. Co.

FINAL NEGATIVE DECLARATION

Weis Bridge Replacement
Pete's Mountain Road
Off System Project
Clackamas County

1 Versteeg
2 Olson ✓ [illegible]
copy Christensen
Scott
copy Swenson
Savage
copy Trout
#3

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ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Project Description

The proposed bridge project is located on the southwest limits of the City of West Linn where Pete's Mountain Road crosses the Tualatin River.

This proposal calls for replacing an existing two-lane bridge which has a 20 ton load limit and is restricted to one-lane traffic for buses and trucks. The existing bridge, constructed in 1931, consists of 12-20' wooden pile bent approaches with a 150' steel deck truss. The bridge has a 19' roadway with 9.5' travel lanes.

The proposed structure would be designed for current truck loading (40 tons) and would consist of 3-130' spans constructed with precast concrete "T" beams. The deck would be concrete construction and would be 40.5' wide with a 32' roadway. The travel lanes would be 12' wide with 4' shoulders and there would be a 6' sidewalk on one side. The 12' bridge lanes would be tapered along the approaches to match the existing 10' roadway lanes. Protective guardrails would be installed at the approaches. No additional right-of-way or easements would be required.

Project Purpose

The purpose of the proposed project is to replace a structurally deficient and functionally obsolete bridge having substandard load limits with a structure that will meet current design standards and provide greater convenience and safety to the motoring public.

In 1951 it was necessary to rebuild both bridge approaches. Up until 1971, it was maintained by the County Bridge Department, but deterioration of the structure progressed. In 1971, severe deterioration of all pile bents was discovered, with several rotted completely, and several sway and tower bracings were broken off. The bridge was closed and in 1972 the approaches were rebuilt again.

Presently, the deck shows deterioration, the two main piers supporting the main truss show signs of scour, and the main truss needs to be cleaned and painted.

The primary limiting factor is the prohibition of vehicles weighing over 20 tons, which prevents use of the bridge by heavy trucks. Heavy trucks presently follow a circuitous routing.

With the construction of the proposed structure, the width would be increased to 32 feet and the load limit would be removed, allowing heavy truck traffic.

Project Alternatives

The only alternative available to the proposed project is the no-build option, in which the present structure and alignment would be retained. This option would not solve the immediate problems of the load limit, structural condition of the bridge, and one way traffic for busses and trucks. Increases in traffic in the Pete's Mountain area will cause these problems to reach a critical state, ultimately requiring major modifications or replacement of the existing structure. The modifications required to bring the bridge structure up to current design standards would cost nearly as much as a new structure.

Existing Environmental Setting

Weis Bridge crosses the Tualatin River 1,000 feet upstream from its confluence with the Willamette River. The Tualatin River banks slope steeply at the crossing. Pete's Mountain Road gains 600 feet of elevation within the first 1.3 miles south of the bridge, and climbs a steep grade from the bridge northward into West Linn. The river banks are lined by mixed hardwoods, such as bigleaf maple, white oak, Oregon oak, red alder and cottonwood, along with Douglas fir and fairly dense undergrowth. This setting provides a prime habitat for small fur-bearing mammals (game and nongame), deer and birds (including heron). The Tualatin River carries significant runs of steelhead, coho and other salmon, though impoundment and pollution from upstream sources reduce this potential. Cutthroat trout inhabit the faster moving stretches of the river, while warm water species inhabitat slower portions. Soil type at the bridge site is Olympic silt loam.

The Tualatin River at the bridge site forms the Portland Urban Area boundary. To the north of the bridge site is the City of West Linn. This area is primarily suburban residential in character. Between State Route 212 and the Weis Bridge there are four residences fronting on the main route in addition to Willamette Grade School on 12th Street, which involves a two block section.

The area south of the river served by Pete's Mountain Road is rural in character. There are a maximum of eight to ten single family dwellings, most of them concentrated in the vicinity of the bridge.

Pete's Mountain Road serves several recreational facilities south of West Linn, which are rapidly increasing in use. The bridge is located near Clackamas County's Hebb Park and Boat ramp, Sanderlie Public Golf Course and Equestrian Center Northwest.

The projected recreational use of Hebb Park is about 500 people daily. Sanderlie Public Golf Course presently has an average daily traffic of 350 vehicles per day, and Equestrian Center Northwest has an average of 200 per day on weekends. Several horse shows a year attract 1,000 or more people daily.

Two school buses which serve Willamette Grade School detour six miles to bypass the bridge. There has been no administrative decision by school authorities not to use Weis Bridge just because of the low load limit and narrowness of the bridge. The primary reason the bridge is not being used by school buses is the fact that there have not been enough students between Weis Bridge and the Pete's Mountain-Shaffer Road intersection to warrant its use. The steep hill is also a deterent to bus service and there are an insufficient number of areas to load and unload passengers. If there were an increase in demand for bus service in that area, school authorities may re-evaluate the possibility of a route over Weis Bridge.

Existing ADT (1975) on the Pete's Mountain Road is 750. 1990 ADT as projected in the 1990 CRAG Interim Transportation Plan is 1600, a two fold increase in traffic.

Noise and air quality are not now significantly affected on Pete's Mountain Road because of the low volume of traffic and the vehicle weight restrictions prohibiting heavy traffic on the Weis Bridge.

Power lines cross the river diagonally downstream from the bridge, and telephone lines parallel the bridge just upstream. Neither is attached to the structure. There is an existing sewer manhole located directly beneath the northeast end of the bridge serving a sewer line coming from the Willamette Park area. There are no plans to extend any lines from this manhole; however, it is planned to utilize another sewer manhole approximately 50 to 60 feet north of the bridge for extension of the sewer system. The extension will follow the north side of the Tualatin River above the river banks to Ostman Drive and proceed northerly across Highway 212. There is a privately owned line attached to the southeast side of the bridge, which serves two residences on the southerly end of the bridge.

Environmental Impacts

The impacts of this proposal to the natural environment would be limited to water quality impacts during the period of construction.

Footings of the old bridge structure would be removed completely. The treated timber materials (decking, stringer caps, etc.) would be salvaged and reused by the county. The superstructure is steel and salvageable and would become the property of the contractor. Section 202 of the Standard Specifications for Highway Construction lists Highway Division requirements for the removal of structures. Other details of bridge removal have not been determined as of this time. The project will require roughly 3,000 cubic yards of borrow, probably from commercial sources.

The Division of State Lands, the Oregon State Fish and Wildlife Department and the National Marine Fisheries Service commented upon in river work associated with the proposal.

The following summarizes comments received from these agencies.

1. Removal of riparian vegetation along the Tualatin River should be kept at a minimum.
2. Efforts should be made to control erosion, and all turbid water shall be kept out of the Tualitan River.
3. All fuel, oil, and concrete residues shall be kept away and out of the river.
4. Instream work should be conducted during July 15 to September 15 to prevent possible impacts to fish life.
5. Construction should not affect migration of anadromous fish and bridge supports should be placed to preclude debris buildup which may block passage of fish.
6. The stream shall not be diverted from the natural bed.
7. Waste materials and spoils shall be placed above the bankline.

Adherence to these provisions would preclude the proposal from having significant effects upon the natural environment.

The State Historic Preservation Office has indicated that replacement of the existing bridge in the same location would not impact any cultural resources.

By improving the capacity of Weis Bridge, some heavy truck traffic using other routes to I-205 and Oregon 212 from the Pete's Mountain area south of the Tualatin River would follow this route instead because it is more direct.

An increase in heavy truck traffic raises a concern about potential noise impacts on Pete's Mountain Road because of the sensitive receptors located on it (i.e. the four residences and elementary school discussed in the Existing Setting).

The likelihood of significant noise impacts is slight for several reasons. The low existing (750) and projected 1990 ADT (1600) coupled with the small percentage of trucks on Pete's Mountain Road (1% to 3%) effectively precludes significant noise impacts as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3.

Assuming a 5% grade and a 5%* mix of truck traffic, the L_{10}70 dBA level extends 4 feet from the edge of the pavement with 1975 traffic volumes and 25 feet from the edge of the pavement with 1990 traffic volumes.

The increase in heavy truck traffic as a result of removing the weight limit would be small. The increase would consist primarily of combination unit trucks, as most single unit trucks weigh under 40,000 lbs. and can use the existing bridge. Approximately 40 to 50 combination unit trucks in the vicinity would use the replacement bridge annually in lieu of existing routes. These trucks are involved in selective logging operations.

There is a possibility of additional noise generation on the hill approaching the bridge produced by exhaust braking of combination unit trucks coming down Pete's Mountain Road towards the bridge. Should truck noise become excessive, exhaust braking would be regulated.

Another source of increased heavy truck traffic over the Weis Bridge would be heavy construction trucks serving development in the Pete's Mountain area.

However, replacement of the bridge structure is not expected to stimulate building activity in the Pete's Mountain area. Residential construction is controlled by the Comprehensive Plan of Clackamas County. Land uses in the Pete's Mountain area fall into three categories.

Rural, with a maximum density of one dwelling unit per five acres.
Agricultural, with a maximum density of one dwelling unit per five acres.
Forestry, with a maximum density of one dwelling unit per twenty acres.

The currently planned subdivisions of record located within the Pete's Mountain area will probably continue to develop as planned. The availability of water and sewage systems and the Comprehensive Plan will have a greater effect in controlling growth in this area than increased access to it.

West Linn lies within the Metropolitan Special Air Quality Maintenance Area but it is not anticipated that the project will directly or indirectly cause the air quality standards of this area to be exceeded.

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*Higher than the actual mix of 1% to 3%.

The project would not affect any of the park lands discussed in the Existing Setting.

Closure of the bridge site for removal of the existing structure and construction of the new bridge is expected to last between three and six months.

The primary detour around Weis Bridge having the shortest possible travel distance is Shaffer Road, Mountain Road, Turner Road, and State Route 212. Another possible route would utilize Shaffer Road, Mountain Road, Stafford Road, Dayton Road, and State Route 212. Although this latter route is a little longer than the first one, the roadway is wider and fewer curves exist. Another detour would be I-205. This detour would be similar to the second one except that in place of Dayton Road and Highway 212, a longer section of Stafford Road would be used to the freeway (I-205) and the freeway utilized to either Oregon City or Portland. The advantage of this route would be higher speeds which could result in the shortest travel time to Oregon City or Portland. This may be the best alternative of all three detour routes.

The residents who would be directly affected live directly south of the bridge on Pete's Mountain Road. Being accustomed to traveling a short distance to the freeway and walking across the bridge to school, it would be necessary to travel south on Pete's Mountain Road to Shaffer Road and use one of the detour routes discussed above.

Those residents living south or west of the Pete's Mountain Road-Shaffer Road intersection will not be as affected and can easily use any of the detour routes being considered.

Citizen Involvement

On April 15, 1976 at 7:30 p.m. an informal public meeting was held at the Willamette Grade School for the purpose of informing the local citizens of the scope of the project and to allow the citizens an opportunity to comment.

The citizens attending this meeting were allowed two weeks for any written response none of which has been received.

Citizen concerns consisted of whether or not the existing bridge would remain during the construction period;if provisions would be made for a walkway crossing the river during construction of the bridge; increased speeds due to upgrading the bridge structure and approaches; damages to the existing road during construction;

where construction make-up site would be located; and what provisions would be made for the private water line attached to the existing bridge.

The existing bridge would not remain in place during the construction period because there is no other practical or feasible location for a new structure except within the existing right-of-way.

There would be no provisions made for a walkway crossing the river during construction of the project because of the problem of adequately protecting the pedestrian from construction operations and the nature of the topography which does not lend itself to constructing a safe, but temporary walkway.

With respect to increased speeds resulting from upgrading the bridge and approaches, present traffic control on the north side of the bridge is posted 25 mph and Clackamas County plans to submit a request to the Oregon State Speed Control Board to establish speed limits on the south side after construction is completed.

Regarding the question of damages to the road, there should not be much heavy equipment involved in the project. Construction equipment will be transported on County roads and any damage occuring would be minimal.

The contractor's make-up site for the project would be coordinated with Clackamas County and the City of West Linn so that it would be located conveniently yet not be detrimental to the local residents, traffic patterns, or jeopardize the safety of the public.

Owners of the private water line attached to the existing bridge have been notified in advance by Clackamas County and the City of West Linn that they would be required to provide for relocation of the water line at their own expense.

In summary, at the informational hearing there were no adverse comments to the construction of the Weis Bridge project. Even though all persons listed on the interested parties list were notified in addition to distribution of two hundred and fifty flyers to residences and public places, only sixteen citizens attended the meeting.

BASIS FOR NEGATIVE DECLARATION

The proposed project is needed to replace an obsolete and substandard bridge which provides access to a residential and recreation area. The benefits accruing to the public in the provision of an adequate and safe structure for the majority of highway traffic, as well as in the reduction of future maintenance costs, will outweigh any temporary inconvenience to the road user. Detrimental effects to the natural and cultural environment would not be appreciable.

Notice of the release of the Draft Negative Declaration for the Weis Bridge Replacement was placed in the Enterprise Courier, Oregon City, on Friday, Oct. 1, 1976, by the Clackamas County Department of Public Works.

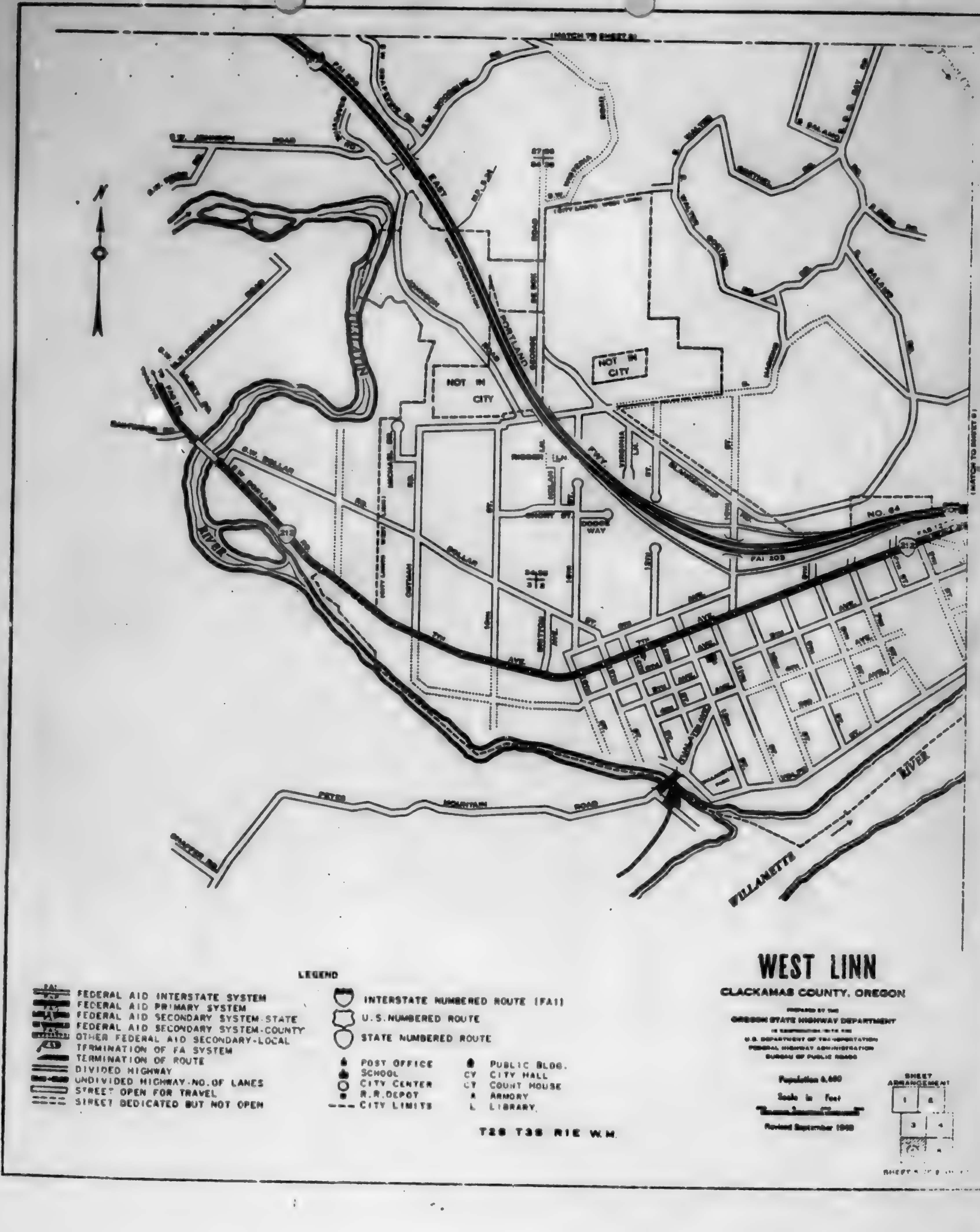
No comments were received by the Director of Public Works within 30 days of publication of the notice.

It is the conclusion of the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Deputy State Highway Engineer — 11-5-76 Date

FHWA Division Engineer — 11-16-76 Date



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NO. 64
FAI 205
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
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WEST LINN

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population [illegible]

Scale in Feet

Revised September [illegible]

PROBABLE INTERESTED GROUPS ON WEIS BRIDGE PROJECT

	AFFECTED GROUP	ADDRESS	PHONE NUMBER
1.	Clackamas County Board of Commissioners	Clackamas County Courthouse 807 Main Street, Room 201 Oregon City, Oregon 97045	655-8581
2.	Clackamas County Dept. of Public Works c/o Rod Wickman - Coordinator	902 Abernethy Road Oregon City, Oregon 97045	655-8521
3.	Clackamas County Extension Service c/o Robert Moody - Neighborhood Coord.	256 Warner Milne Road Oregon City, Oregon 97045	655-8631
4.	Clackamas County Planning Department c/o Gustavo Rivera	940 Warner Milne Road Oregon City, Oregon 97045	655-8491
5.	Columbia Regional Assoc. of Governments c/o Richard Etherington	527 S. W. Hall Portland, Oregon	221-1646
6.	Department of Environmental Quality c/o Loren Kramer - Director	1234 S. W. Morrison Portland, Oregon 97205	229-5395 229-5263 229-5308
7.	Farwest Clackamas Comm. Assoc. of Neigh. c/o Jim Howard - President	Rt. 1, Box 1465 Wilsonville, Oregon 97070	625-7183
	c/o Fred Edwards	6140 S. W. Briar Lane Wilsonville, Oregon 97070	638-4671
	c/o Homer Wright		
8.	Fish and Wildlife Service	1500 N. E. Irving Portland, Oregon	234-3361
9.	Land Conservation Development Commission (Development Depart. of Land Conservation) c/o L. B. Day - Director	1175 Court N. E. Salem, Oregon	234-4926
10.	Oregon State Highway Department c/o Ed Hardt - Regional Engineer	P. O. Box 02157 Portland, Oregon 97202	654-4201 Extn. 262
11.	Pacific Northwest Bell c/o W. E. Ralston	825 N. E. 20th Portland, Oregon 97232	656-4201
12.	Portland General Electric	707 Main Street Oregon City, Oregon 97045	655-6321
13.	Stafford Community Group	25800 S. W. Peters Road Wilsonville, Oregon 97070	638-5961
14.	West Linn, City of c/o Ernie Sisson-Director of PW-Water Line c/o Dennis Koellermier (Engineering) R/W	West Linn Oregon	656-4261
15.	West Linn High School Students c/o West Linn High School	West A. Street West Linn, Oregon	656-2618

PROBABLE INTERESTED GROUPS ON WEIS BRIDGE PROJECT

AFFECTED GROUP	ADDRESS	PHONE NUMBER
16. West Linn Home Owners	6710 N. W. Portland Avenue	655-4205
c/o Scott Sorensen	West Linn, Oregon	
17. Willamette Grade School	1403 S. E. 12th Street	
c/o Mr. Hill - Principal	West Linn, Oregon	656-6355
c/o Mr. Falkenstein - Transp. Coordinator		638-6733
18. Wilsonville Community Group	25800 S. W. Peters Road	638-5961
c/o Wendy Smith	Wilsonville, Oregon	
19. U. S. Army Corp of Engineers	2850 S. E. 82nd	777-4441
	Portland. Oregon	777-3181
20. U. S. Coast Guard	6767 N. Basin	221-2994
	Portland, Oregon	

Form [illegible] A 121 (Rev. 5-73)

9469

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 8, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project OS-0300(-)
Weis Bridge, Pete's Mt. Rd.
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's September 24, 1975 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 1, Craig)
1041DA.1

RECEIVED
STATE HWY ENGR
OCT 13 '75
TO Rulien
FOR
Info

cy Schroeder

OSR
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 11, 1975

FILE: ENV 2-1

CPM

FROM: CRAIG P. MARKHAM
Regional Environmentalist

SUBJECT: WEIS BRIDGE PEA
CLACKAMAS COUNTY OSR

TO: GEORGE RAMOUE'
Project Coordinator

Attached is the subject PEA. I did considerable redrafting and correction on Clackamas County's original draft, had the County review it and comment, and have included modifications which they suggested.

You should note that I have suggested a somewhat unusual treatment of documentation for this project: the use of a negative declaration on a "non-major, non-significant" action. I emphasize this is only a suggestion, and that "assessment only" with opportunity for hearing is a strong possibility which you may want to pursue, and which would be acceptable to me.

A negative declaration is a possibility because of what could be significant noise and development impacts -- since the existing bridge apparently is a limiting factor on these at present. You may want to consult with Ted Pallister and Bob Dudley on these questions.

CPM/cr
Attachment
cc Bernard L. Straight w/attachment
Clackamas County
~~George N. Hopkins~~

Hal
H

RECEIVED
COUNTY & CITY [illegible]
SEP 1 1975

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 19, 1975

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed OSR Projects

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Road (OSR) projects on rural roads and streets. The projects requested by the local agencies are listed as follows:

COUNTY-REQUESTED PROJECTS

Clackamas County. Construct a 32-foot wide concrete "T" beam and continuous concrete deck structure 190 feet long on the Petes Mountain Road (Weis Bridge). The estimated cost of this project is $462,000.

Clatsop County. Construct two 28-foot by 68-foot structures on the Klaskanine River (Rock Bluff and Smiley's Hole Bridges). The estimated cost of this project is $190,000.

Douglas County. Construct a 30-foot wide concrete structure approximately 300 feet long on the South Umpqua River (Gazley Bridge). The estimated cost of this structure is $345,000.

Grant County. Grade, drain and base the Oxbow section of the Middle Fork, John Day River Road. The estimated cost of this project is $500,000.

Lane County. Grade, drain, base and pave a seven-mile section starting at State Primary Highway No. 36, northerly on the North Fork, Siuslaw Road. The estimated cost of the project is $500,000.

CITY-REQUESTED PROJECTS

City of Canby. Grade, drain, base and pave N. Second Avenue, N. Third Avenue and N. Juniper Street sections. The estimated cost of the project is $102,000, of which $2,000 is 100 percent city costs.

City of Coquille. Grade, drain, base and pave Collier Street from 10th Street to 16th Street. The estimated cost of the project is $120,000, of which $20,000 is 100 percent city costs.

The total estimated cost of these projects is $2,219,000, of which $1,713,660 will be Federal costs, and $505,340 will be the responsibility of the local agencies. There will be no cost to the state.

These projects will be on the agenda for the August 27 meeting, and I recommend your approval.

Attachments

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Jack Graham
Gary Sund

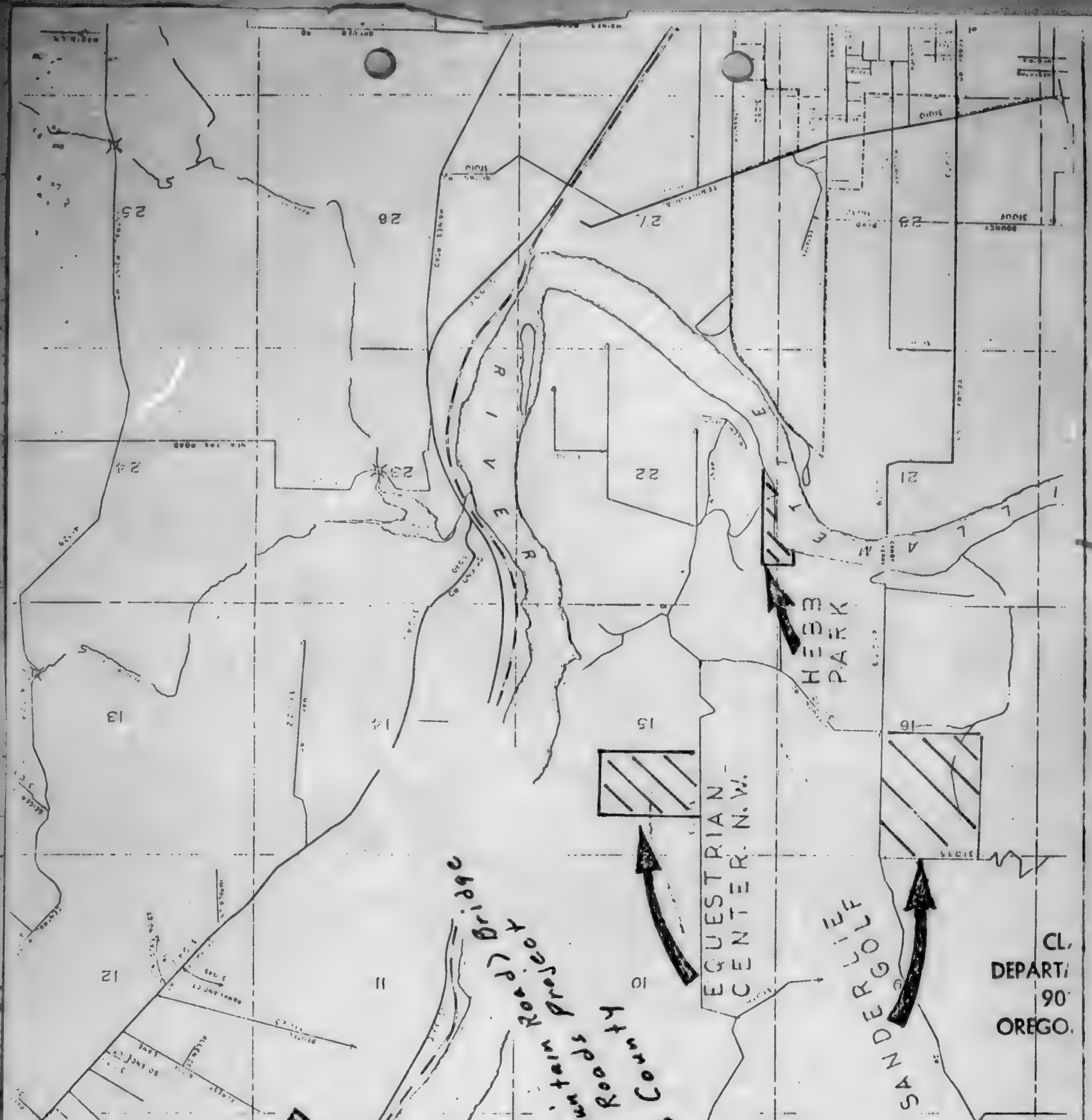
FFH:scr jwa

CLACKAMAS COUNTY
Proposed OSR Project

Project No. OS-0300(-)
Weis (Petes Mountain Road) Bridge
Structure
$462,000

Construct a 32-foot wide concrete "T" beam and continuous concrete deck with GM-type parapets, 390 feet long. No additional right-of-way is required. Utilities are involved. County has requested that state do the survey and make up the plans and specifications.

75-b
8/18/75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R I V E R
W I L L A M E T T E
HEBB PARK
EQUESTRIAN CENTER N.W.
SANDELIE GOLF
WILLAMETTE PARK
Wels (Pete's Mountain Road) Bridge
Off Systems Roads project
Clackamas County
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CL
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OREGO

ev. 6/6/75

Off System
COUNTY ROAD ~~FAS-C~~ PROJECT REQUEST

05-0300(1)

Name of County Clackamas FAS No. Off System Date July 30, 1975

County Road Name Petes Mountain Road (31003)

Section Name ______

Type of Project Replacement of Structurally Deficient Bridge

Location of Project (Attach sketch map) T3S, R1E, Section 2 of W.M.

ADT 750 Design Speed 35

Is this request for county bridge design only? Yes ______ No X

county FAS bridge design? Yes X No ______

Will County hire consultant for this project? Yes ______ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width ______

2. Shoulders: Type ______
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side ______ Total Top Width ______

3. Grading and Drainage:
   By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
   By County ______ County Date of Completion ______ By Contract ______
   Has base design been given to County? Yes ______ No ______
   Will it be furnished? Yes ______ No ______

5. Leveling Course:
   By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
   By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface and Shoulders:
   By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
   By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
   Curbs Required? Yes ______ No ______
   Type Desired ______
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law____________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired_______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County________________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______________________________

Remarks re Section I:______________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Tualatin River

2. Name of bridge Weis Bridge No. 1654

3a. Dimensions of existing bridge. Length 390 ft Roadway Width 19' Type AC
b. Dimensions of existing approaches. Type Pile Bent Width 19' Shoulders 3-4 feet

4. Type of design and material used in existing bridge. 12-20 foot wooden pile bent approaches and a 150 foot steel deck truss load rated H-10.

5. Location (please attach map with location marked): (See attached map)
Section 2 Township 3S Range 1E W.M.

6. Desired width of proposed bridge 32 feet Approx. length 390 feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes____ No__X__
Upstream____ ____Downstream________Width________

8. Does County wish a particular type of bridge design? Yes__X__ No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Constructed concrete "T" beams and continuous concrete deck with GM Type parapets.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No__X__
Explain________

10. Foundation Testing: By County? Yes____ No____
By State? Yes__X__ No____

11. Will County close road during construction? Yes__X__ No____

12. Can presently established road be used as detour? Yes____ No__X__

13. Must a new detour be constructed? Yes____ No__X__

14. Will detour be constructed & maintained by County: Yes____ No__X__

15. Will detour be constructed & maintained by Contractor? Yes____ No__X__

16. Will County sign project outside work area during construction? Yes__X__ No____

17. Will Contractor sign project outside work area during construction? Yes____ No__X__

18. Approaches or Connections: By County? Yes____ No____
By Contractor? Yes__X__ No____
Traveled surface: Type__AC__ Width__28ft.__
Shoulder surface: Type__Gravel__ Width__3 feet__
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes__X__ No____

N.W. quadrant distance from structure 30 feet - 14th Street
N.E. quadrant distance from structure 30 feet - 14th Street
S.W. quadrant distance from structure 200 feet - Driveway
S.E. quadrant distance from structure 20 feet and 130 foot driveways

20. Guardrail: Desired on approaches or connections: Yes __X__ No _____
By County ____________ Contractor ____X____
Right side only? Yes _____ No _____
Both sides? Yes __X__ No _____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes _____ No __X__
Use for detour? Yes _____ No __X__
Removed by County? Yes _____ No __X__
Removed by Contractor? Yes __X__ No _____
Salvaged by Contractor for County? Yes _____ No __X__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes _____ No _____
By Contractor? Yes __X__ No _____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes _____ No __X__ Size __________
Company ______________________________
b. Sanitary sewer mains: Yes _____ No __X__ Size __________
Company ______________________________
c. Storm sewer: Yes _____ No __X__ Size __________
Company ______________________________
d. Gas mains: Yes _____ No __X__ Size __________
Company ______________________________
e. Power lines: Yes _____ No __X__ Size __________
Company ______________________________
f. Telephone lines: Yes _____ No __X__ Size __________
Company ______________________________
g. Other Utilities: ______________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes __X__ No _____

25. Does County wish lightpost bases and conduit installed? Yes __X__ No _____

26. Does County wish complete job of illumination in project? Yes _____ No __X__

27. Is project contingent upon other factors? Yes _____ No __X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:

Remarks re Section II:

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes X No
   - By Consultant? Yes No
   - By County? Yes No

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No

3. Construction plans and specifications to be prepared:
   - By State? Yes X No
   - By Consultant? Yes No
   - By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum __60 feet__ Minimum __60 feet__

2. Is any additional right of way needed? Yes ______ No __X__ *
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ______ No __X__

4. Should State negotiate and acquire right of way in behalf of County? Yes ______ No __X__

5. Should State prepare options? Yes __X__ No ______

6. Should material source site be included in right-of-way descriptions? Yes ______ No __X__

7. Is there any merchantable timber on right of way? Yes ______ No __X__

8. Will timber be reserved for owner? Yes __X__ No ______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ______ No __X__

10. Is a hearing necessary? Yes ______ No __X__
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ______ No __X__
If yes, give type and name of utility company: ______________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes __X__ No ______
If yes, give type and name of utility company: __Telephone and Power overhead - Portland General Electric and Pacific Northwest Bell__

13. Are utilities on existing right of way by permit __X__ or by franchise ______
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ______ No __X__
If yes, give name of irrigation company or district ______________________
and dates between which water can be turned off: From ______________
To ______________

15. Are there any railroad crossings? Yes ______ No __X__

* To be Determined by Actual Survey

16. Name of Railroad____________________

17. Number of tracks: Mainline________ Siding________ Total________

18. Sight Distance:________________(Left) ________________(Right)

19. Number of Trains: Passenger____________ Speed____________
Freight____________ Speed____________

20. Angle of Intersection:____________________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks____________ Automatic bell________ Gates__________

23. Proposed Protection:____________________
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____________________

26. Traffic Control Signing:
To be part of project? Yes______ No______
By County? Yes___X___ No______
By State at County expense? Yes______ No______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No______
By County? Yes___X___ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No___X___

29. Will P.U.C. application be made by State__________ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No___X___

Remarks re Section IV:____________________
____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel Quarry Cinders
2. Owner: County State Private Other
3. Location: Section Township Range W.M.
4. If County lease, what are royalty payments?
5. Materials furnished by County: Borrow Select Topping
   Base Course Level Course Mineral Aggregates
   Location
   Miscellaneous Items

Remarks re Section V: Various private material sources available to contractor in close proximity to construction sight.

VI. FINANCIAL DATA

1. Estimated Cost: $ 462,000
2. Available FAS Funds $ Title 23, Section 219
3. Does County wish advancement of future Federal funds? Yes No X
   Amount
4. Date match money is available Upon acceptance of project
5. Will there be any 100% County money? Yes No X
6. Maximum amount of 100% County money available: $ 22% Total Project to be County Match
7. Date County request letting: As soon as possible or by October 1, 1975

Remarks re Section VI:

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Department of Public Works Office
2. Environmental	Department of Public Works Office
3. Public Hearing	Department of Public Works Office

Remarks re Section VII: ______________________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______________________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______________________________
County Judge or Comm. Chairman

By ______________________________
County Commissioner

By ______________________________
County Commissioner

By ______________________________
County Engineer of Roadmaster

County Clackamas

Date / /75

31003

.52

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED 6-2-75
BY Bill Fitch

6	7	9	10		LEAVE BLANK
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.	VERTICAL CLEARANCE IN.	
8–32	33–50	51–75	76, 77	78, 79	80
TUALATIN RIVER	PETES MOUNTAIN RD	1/4 MI S HWY 212 & 12TH ST	99	99	

11			11A		30	85	86	87	88		91					10A		47	47A	95								
											PAINT PROGRAM									FOR DESCRIPTION, SEE					SAFETY FEATURES			
MILE POST			ALTERNATE MILE POST		YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.			MILE POST		BR. RAIL	TRANS.	APP. G.R.	G.R. TERM
8, 9–13	14	15, 16	17–21	22	23, 24	25–27	28–30	31–35	36–40	41	42	43	44–47	48, 49	50, 51	52, 53	54, 55	56–60	61–65	66–68	69	70	71–75	76	77	78	79	80
3.52					75	040	015	00227	00180		2	L	0030	57	76	99	99	B192	B						0	0		0

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

8 80

HIGHWAY 31003

M.P. 3.52

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF
DATE SUBMIT
BY Bill Fi

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5	6 7	8 32	33 50	51
01654	5	TUALATIN RIVER	PETES MOUNTAIN RD	1/4 MI S HWY 212 & 12TH S

8		11	11A	30	85	86	87	88		91					10A		47	47A	95	
										PAINT PROGRAM									FOR DESCRIPT	
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	MILE
1 5	6 7	8 9 13	14 15 16 17 21	22 23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69 70 71
01654	6	352		75	040	015	00227	00180		2	L	0030	57	76	99	99	B192	B		

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 5	6 7	8
	9	

31003
3.52

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 OF 2
DATE SUBMITTED 6-2-75
BY Bill Fitch

1	STATE	8–10	410
2	HIGHWAY DISTRICT	11, 12	2C
3	COUNTY	13–15	005
4	CITY	16–19	0000
5	INVENTORY ROUTE	20	1
		21	4
		22	1
		23–27	31003
		28	
101	HIGHWAY NUMBER	29–31	
	NOT USED LEAVE BLANK	32–37	
12	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	38–41	0000
		42	
13	BR. DESCRIP. (D.O.D. BR. LOG)	43, 44	
14	DEFENSE MILEPOST	45–48	0000
15	DEFENSE SECTION LENGTH (TENTH MI.)	49–52	0000
16	LATITUDE DEG.	53, 54	
	LATITUDE MIN.	55–57	
17	LONGITUDE DEG.	58–60	
	LONGITUDE MIN.	61–63	
18	PHY. VULNERABILITY	64	4
19	BY-PASS DETOUR LENGTH (MI.)	65, 66	06
20	TOLL	67	3
21	CUSTODIAN	68	3
22	OWNER	69	3
24	FEDERAL AID SYSTEM	70, 71	14
25	ADM. JURISDICTION	72	4
26	FUNCTIONAL CLASSIFICATION	73, 74	03
	NOT USED LEAVE BLANK	75–80	

27	YEAR BUILT	8, 9	31
	YEAR MAJOR RECONSTR'N.	10, 11	73
28	LANES ON STRUCTURE	12, 13	02
	LANES CROSSED	14, 15	
29	ADT	16–21	000680
31	DESIGN LOAD	22	1
32	APPROACH ROADWAY WIDTH (FT.)	23–25	024
	NOT USED LEAVE BLANK	26–28	
33	BR. MEDIAN	29	0
34	SKEW	30, 31	00
35	STRUCT. FLARE	32	0
38	NAVIG. CONTROL	33	0
39	NAVIGATION VERTICAL CLEAR. (FT.)	34–36	000
40	NAVIGATION HORIZONTAL CLEAR. (FT.)	37–40	0000
42	TYPE SERVICE	41, 42	15
43	STRUCTURE TYPE (MAIN SPANS)	43	3
		44, 45	09
44	STRUCTURE TYPE (APPROACH)	46	7
		47, 48	07
45	NUMBER OF MAIN SPANS	49, 50	01
46	NUMBER OF APPROACH SPANS	51–54	0002
48	LENGTH OF MAXIMUM SPAN (FT.)	55–58	0150
49	STRUCTURE LENGTH (FT.)	59–64	000390
50	SIDEWALK WIDTH (TENTH FT.) LT.	65–67	000
	SIDEWALK WIDTH (TENTH FT.) RT.	68–70	000
51	ROADWAY WIDTH (TENTH FT.)	71–74	0192
52	DECK WIDTH (TENTH FT.)	75–78	0202
	LEAVE BLANK	79, 80	

53	MIN. VERT. CLEAR. OVER ROADWAY (9 9 9 9) FT.	8, 9	99
	IN.	10, 11	99
54	MINIMUM VERTICAL UNDERCLEAR. FT.	12, 13	00
	IN.	14, 15	00
55	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) (9 9 9) RT.	16–18	999
56	(9 9 9) LT.	19–21	999
57	WEAR. SURFACE	22	2
58	DECK	23	8
59	SUPERSTRUCT.	24	8
60	SUBSTRUCT.	25	8
61	CHANNEL	26	8
62	CULVERTS, WALLS	27	N
63	REMAINING LIFE	28, 29	10
64	OPERATING RATING	30–32	920
65	APPR. ALINEMNT.	33	7
66	INVENTORY RATING	34–36	920
67	STR. CONDITION	37	4
68	DECK GEOMETRY	38	3
69	UNDERCLEARANC	39	N
70	SAFE LOAD CAP.	40	2
71	WATERWAY AD.	41	8
72	APPR. ALINE. AD.	42	8
73	YEAR NEEDED	43, 44	00
74	TYPE OF SERVICE ON BRIDGE	45, 46	00
		47	
75	TYPE OF WORK	48–50	3 1
76	LENGTH OF IMPROVEMENT (FT.)	51–55	00390
77	PROP. DES. LOAD	56	5
78	PROPOSED ROADWAY WIDTH (FT.)	57–60	0032
79	PROPOSED NO. OF LANES	61, 62	02
80	DESIGN ADT	63–67	00750
81	YEAR OF EST. ADT	68, 69	80
82	YEAR OF PROP. RDWY. IMPROVE.	70, 71	00
83	TYPE IMPROVE.	72	0
	NOT USED LEAVE BLANK	73–80	

84	COST OF IMPROVEMENTS (THOUSANDS)	8–12	00462
850	YEAR LAST MAJOR MAINT.	13, 14	72
860	ITEM REPAIRED	15, 16	60
870	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	17–22	020000
880	INSPECTION FREQUENCY	23, 24	73
		25	3
	NOT USED LEAVE BLANK	26–31	
890	LAST INSPECTION MO.	32, 33	11
	LAST INSPECTION YR.	34, 35	73
92	TRANSVERSE STRUCTURE LENGTH (FT.)	36–38	
93	INSIDE HEIGHT (TENTH FT.)	39–41	
94	CODE COST PREFIX	42–44	
		45, 46	
		47, 48	
		49, 50	
96	MAINTENANCE NOTES	51–79	
	LEAVE BLANK	80	

HIGHWAY 31003

M.P. 3.52

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

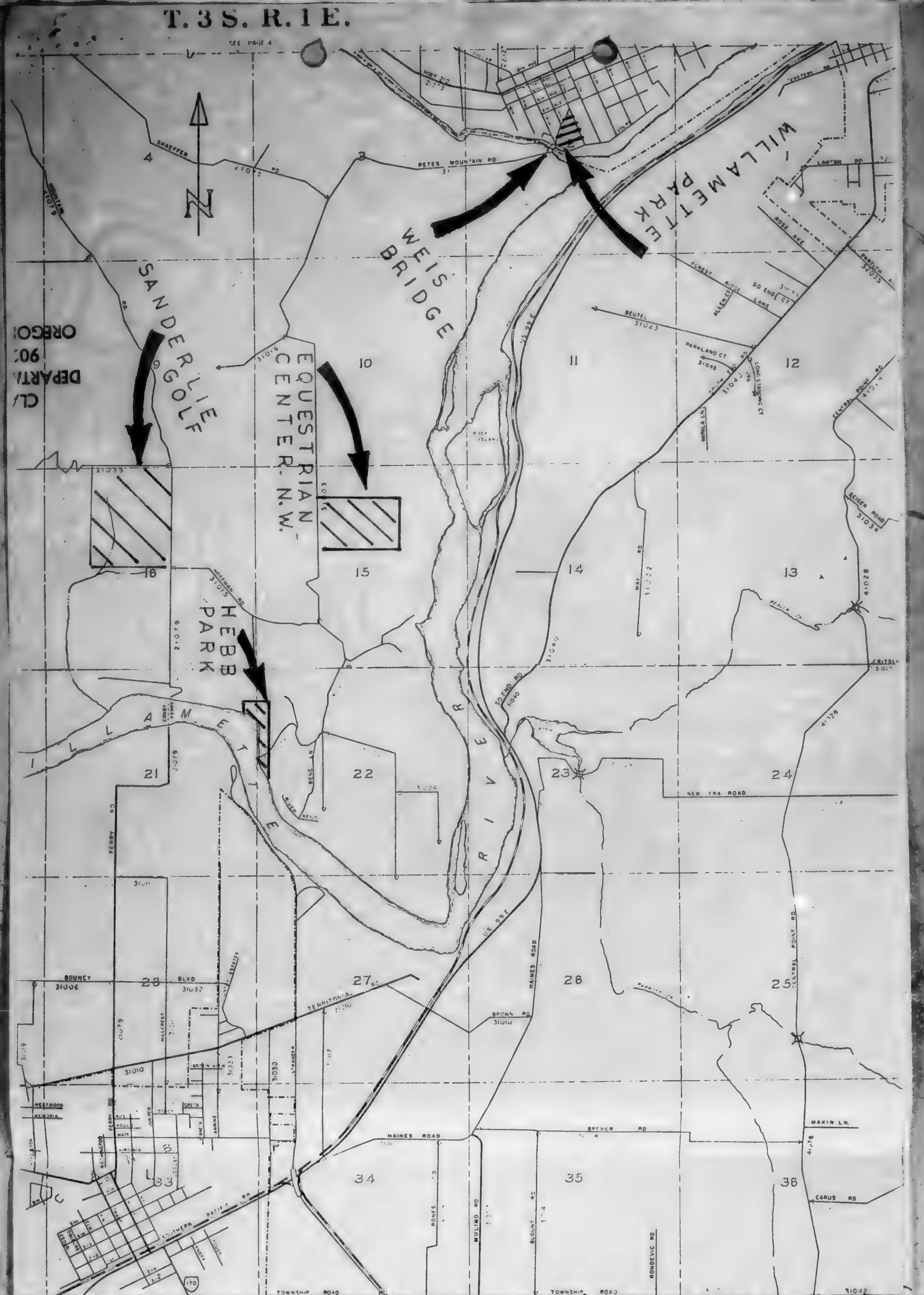
SHEET 1 OF 2
DATE SUBMITT
BY Bill Fitc

8			1	2	3	4	5					101		12		13	14	15	16		17		18	19	20	21	22	24	25
BRIDGE NO.		CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		PRY. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	
																			DEG.	MIN.	DEG.	MIN.							
1–5	6	7	8–10	11, 12	13–15	16–19	20	21	22	23–27	28	29–31	32–37	38–41	42	43, 44	45–48	49–52	53, 54	55–57	58–60	61–63	64	65, 66	67	68	69	70, 71	72
01654		1	410	2C	005	0000	1	4	1	31003				0000			0000	0000					4	06	3	3	3	14	4

8			27		28		29	31	32		33	34	35	38	39	40	42	43		44		45	46	48	49	50		
BRIDGE NO.		CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)		STRUCTURE TYPE (APPROACH)		NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.)		ROADWAY
																										LT.	RT.	
1–5	6	7	8, 9	10, 11	12, 13	14, 15	16–21	22	23–25	26–28	29	30, 31	32	33	34–36	37–40	41, 42	43	44, 45	46	47, 48	49, 50	51–54	55–58	59–64	65–67	68–70	71
01654		2	31	73	02		000680	1	024		0	00	0	0	000	0000	15	3	09	7	07	01	0002	0150	000390	000	000	0

8			53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81	82
			9 9	9 9			9 9 9	9 9 9																											
BRIDGE NO.		CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY		MINIMUM VERTICAL UNDERCLEAR		MINIMUM LATERAL UNDERCLEAR (TENTH FT.)		WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.
			FT.	IN.	FT.	IN.	RT.	LT.																											
1–5	6	7	8, 9	10, 11	12, 13	14, 15	16–18	19–21	22	23	24	25	26	27	28, 29	30–32	33	34–36	37	38	39	40	41	42	43, 44	45, 46	47	48–50	51–55	56	57–60	61, 62	63–67	68, 69	70, 71
01654		3	99	99	00	00	999	999	2	8	8	8	8	N	10	920	7	920	4	3	N	2	8	8	00	00		311	00390	5	0032	02	00750	80	00

8			84	850	860	870	880			890		92	93	94				96
BRIDGE NO.		CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION		TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES
										MO.	YR.							
1–5	6	7	8–12	13, 14	15, 16	17–22	23, 24	25	26–31	32, 33	34, 35	36–38	39–41	42–44	45, 46	47, 48	49, 50	51
01654		4	00462	72	60	020000	73	3		11	73							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SEE PAGE 4
WEIS BRIDGE
WILLAMETTE PARK
SANDERLIE GOLF
EQUESTRIAN CENTER N.W.
HEBB PARK
WILLAMETTE
RIVER
PETES MOUNTAIN RD
SHEFFER RD
HOFFMAN RD
FERRY RD
BOUNCY BLVD
TERRITORIAL RD
BROWN RD
MAINES ROAD
BEUTEL
PARRLAND CT
SOUTH END RD
CENTRAL POINT RD
GEIGER ROAD
NEW ERA ROAD
MAKIN LN.
BEAVER RD
CARUS RD
MULINO RD
BLOUNT RD
RONDEVIC RD
TOWNSHIP ROAD
SOUTHERN PACIFIC RR
US 99 E
LARTON RD
ROSE AVE
4
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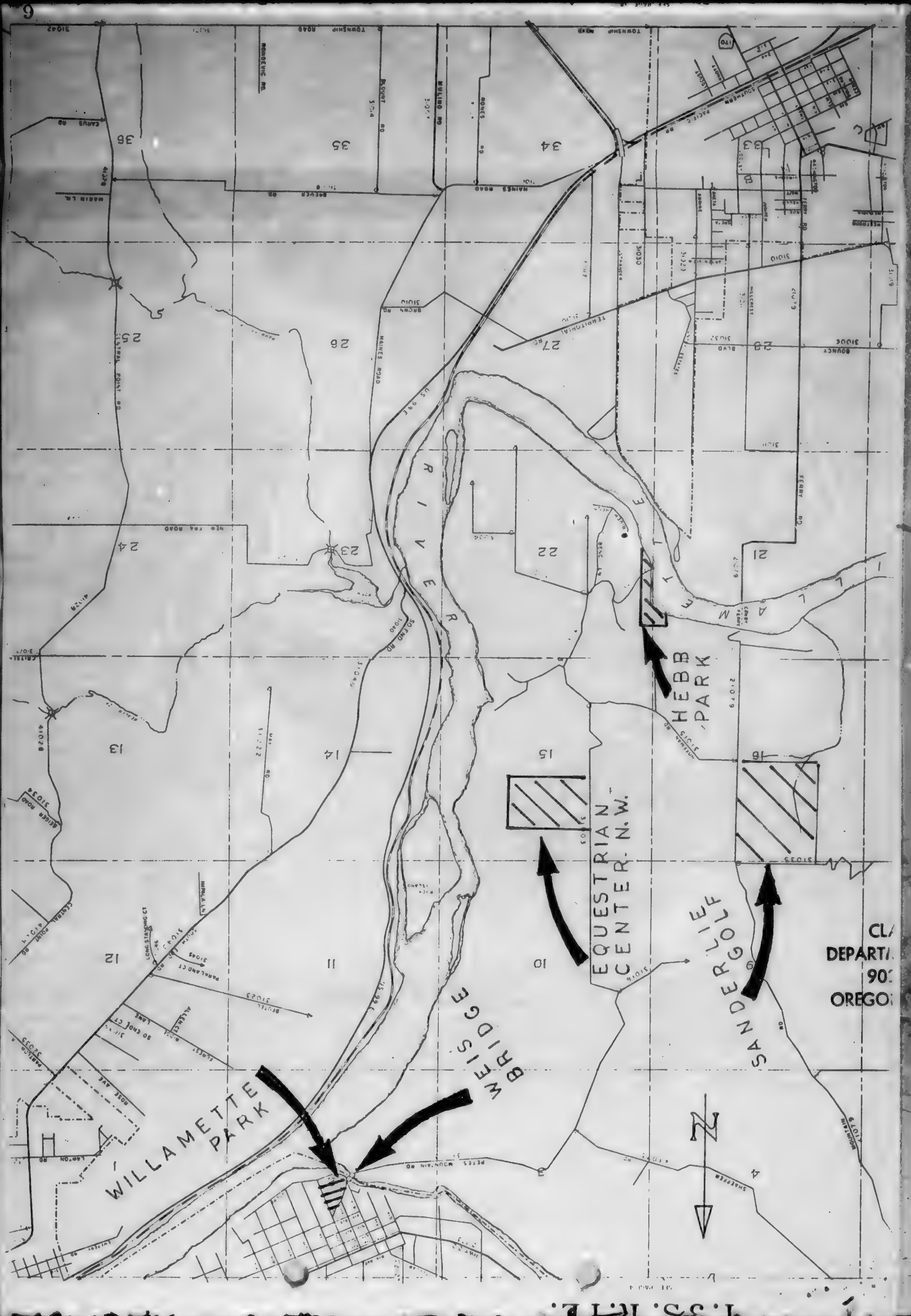
HEBB PARK
EQUESTRIAN CENTER N.W.
SANDERLIE GOLF
WILLAMETTE PARK
WEISS BRIDGE
WILLAMETTE RIVER
N
CLA
DEPART
90
OREGO
T.3S. R.1E.
US 99E
TOWNSHIP ROAD
HAINES ROAD
STAFFORD RD
TERRITORIAL RD
BOUNCY BLVD
FERRY RD
PETES MOUNTAIN RD
SHAEFFER RD
ROSE AVE
CENTRAL POINT RD
SO END RD
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10
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8469

PROPOSED PROJECT
Section 2 19 Off System
~~[illegible]~~
~~City~~ (County) Clackamas
Date 7-9-75

7-9-75

Location:

ON: Petes Mountain Road (31003) Weis Bridge No. 1654

From:

To:

Please Attach Map

Project Description: Replacement of Weis Bridge No. 1654 over the Tualatin River

Current Situation: (See attached memo)

ADT* 750 ADT increases during summer months due to traffic to Hebb Park, Sanderlie Golf Course, and Equestrian Center Northwest

Posted Speed Not Posted

1974 Accidents 0

Expected Benefits: Widening of the narrow 19 foot wide bridge to current 28 foot standard for Class "F" highway will eliminate a potentially dangerous hazard. Allow heavy truck traffic to utilize this route that are now prohibited due to 20 ton load limit and eliminate on way light truck and bus traffic situation.

Method of Construction:

☒ Contract

☐ State Forces

☐ Local Forces**

Estimated Cost $ 462,000.00

RECEIVED
COUNTY & CITY SECTION
AUG 11 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

MEMORANDUM

TO: Bernie Straight

FROM: Bill Fitch

DATE: June 2, 1975

SUBJECT: Replacement of Weis Bridge #1654

Weis Bridge over the Tualatin River located in the center of Section 2, T3S, R1E, W.M. consists of 12 - 20 foot wooden pile bent approaches and a 150 foot steel deck truss built in 1931 and load rated H-10. Present load limit of 20 tons and one way traffic for busses and trucks. The load limit was posted in 1973 and is still in effect.

This 44 year old truss was originally scheduled for sandblasting and painting in 1976 at an approximate cost of $20,000, however, because of the inability of the structure to carry todays two way traffic of 36 tons each lane and the inadequacy of the 19 foot roadway to sustain even moderate volumes of traffic has prompted us to defer the structural painting and search for a method to finance replacement of this outdated structure.

An increasing sense of urgency is felt because of a large increase in the recreation use of West Linn City Park and the adjacent boat ramp. Also it is the nearest access to Clackamas County's Hebb Park and boat ramp, Sanderlie Public Golf Course and Equestrian Center Northwest.

The population of this area is 4,000 and the projected recreational use of Hebb Park is 500 people a day, Sanderlie Public Golf Course is 350 per day and Equestrian Center Northwest has an average of 200 per day on weekends with several horse shows a year drawing upwards of 1000 people daily transporting some 300 horse trailers. Also, there are two school busses making two trips daily which make a detour of 12 miles to avoid using the potentially hazardous narrow bridge. The average daily traffic is 680.

A replacement structure currently being considered consists of 2 - 130 foot approach spans with a 130 foot center span constructed with concrete "T" beams and continuous concrete deck 32 feet wide at an estimated cost of $462,000.

BILL FITCH

/fh Bill Fitch

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

31003
.52

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED 6/2/75
BY C.H. Fitch

6	7	9	10				
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.		VERTICAL CLEARANCE IN.		LEAVE BLANK
8 … 32	33 … 50	51 … 75	76	77	78	79	80
TUALATIN RIVER	PETES MOUNTAIN RD.	1/4 MI. S. OF HWY 213 + 12TH ST.	9	9	9	9	

11				11A		30	85	86	87	88		91					10A		47	47A	95							
												PAINT PROGRAM									FOR DESCRIPTION, SEE					SAFETY FEATURES			
MILE POST				ALTERNATE MILE POST		YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.			MILE POST		BR. RAIL	TRANS.	APP. G.R.	G.R. TERM
8	9 … 13	14	15	16	17 … 21	22	23 24	25 … 27	28 … 30	31 … 35	36 … 40	41	42	43	44 … 47	48 49	50 51	52 53	54 55	56 … 60	61 … 65	66 … 68	69	70	71 … 75	76	77	78	79	80
	3.52				.		75	040	015	0327	0180		2	L	0030	57	76	99	99	B 19.2	B .				.		0	0		

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

8	80

CLACKAMAS COUNTY
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD
OREGON CITY, OREGON 97045

HIGHWAY 31003
M.P. 3.52

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF
DATE SUBMIT
BY C.A.F.

8			6	7	9
BRIDGE NO.		CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5	6	7	8 32	33 50	51
01552		5	TUALATIN RIVER	PETES MOUNTAIN RD.	¼ MI. S. OF HWY 212 + 12 T.A.

8			11				11A			30	85	86	87	88		91					10A		47	47A	95
																PAINT PROGRAM									FOR DESCRIPT
BRIDGE NO.		CARD NO.		MILE POST				ALTERNATE MILE POST		YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	MILE
1 5	6	7	8	9 13	14	15	16	17 21	22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69 70 71
01552		6		3.52				.		75	040	015	00327	00180		2	L	0030	57	76	99	99	B 19.2	B .		

8			
BRIDGE NO.		CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 5	6	7	8
		9	

CLACKAMAS COUNTY
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD
OREGON CITY, OREGON 97045

Y 31003

52

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 OF 2
DATE SUBMITTED 6/2/75
BY Bill F[illegible]

Item	Field	Card columns	Entry
1	STATE	8–10	410
2	HIGHWAY DISTRICT	11–12	20
3	COUNTY	13–15	005
4	CITY	16–19	0000
5	INVENTORY ROUTE	20	1
		21	4
		22	1
		23–27	31005
		28	
101	HIGHWAY NUMBER	29–31	
	NOT USED LEAVE BLANK	32–37	
12	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	38–41	0000
		42	0
13	BR. DESCRIP. (D.O.D. BR. LOG)	43–44	
14	DEFENSE MILEPOST	45–48	00.00
15	DEFENSE SECTION LENGTH (TENTH MI.)	49–52	0000
16	LATITUDE DEG.	53–54	
	LATITUDE MIN.	55–57	
17	LONGITUDE DEG.	58–60	
	LONGITUDE MIN.	61–63	
18	PHY. VULNERABILITY	64	4
19	BY-PASS DETOUR LENGTH (MI.)	65–66	06
20	TOLL	67	3
21	CUSTODIAN	68	3
22	OWNER	69	3
24	FEDERAL AID SYSTEM	70–71	14
25	ADM. JURISDICTION	72	4
26	FUNCTIONAL CLASSIFICATION	73–74	05
	NOT USED LEAVE BLANK	75–80	

Item	Field	Card columns	Entry
27	YEAR BUILT	8–9	31
	YEAR MAJOR RECONSTR'N.	10–11	73
28	LANES ON STRUCTURE	12–13	02
	LANES CROSSED	14–15	
29	ADT	16–21	000680
31	DESIGN LOAD	22	1
32	APPROACH ROADWAY WIDTH (FT.)	23–25	024
	NOT USED LEAVE BLANK	26–28	
33	BR. MEDIAN	29	0
34	SKEW	30–31	00
35	STRUCT. FLARE	32	0
38	NAVIG. CONTROL	33	0
39	NAVIGATION VERTICAL CLEAR. (FT.)	34–36	000
40	NAVIGATION HORIZONTAL CLEAR. (FT.)	37–40	0000
42	TYPE SERVICE	41–42	15
43	STRUCTURE TYPE (MAIN SPANS)	43–45	309
44	STRUCTURE TYPE (APPROACH)	46–48	707
45	NUMBER OF MAIN SPANS	49–50	01
46	NUMBER OF APPROACH SPANS	51–54	0012
48	LENGTH OF MAXIMUM SPAN (FT.)	55–58	0150
49	STRUCTURE LENGTH (FT.)	59–64	000390
50	SIDEWALK WIDTH (TENTH FT.) LT.	65–67	000
	SIDEWALK WIDTH (TENTH FT.) RT.	68–70	000
51	ROADWAY WIDTH (TENTH FT.)	71–74	0192
52	DECK WIDTH (TENTH FT.)	75–78	0202
	LEAVE BLANK	79–80	

Item	Field	Card columns	Entry
53	MIN. VERT. CLEAR. OVER ROADWAY FT. (9 9)	8–9	90
	MIN. VERT. CLEAR. OVER ROADWAY IN. (9 9)	10–11	99
54	MINIMUM VERTICAL UNDERCLEAR. FT.	12–13	00
	MINIMUM VERTICAL UNDERCLEAR. IN.	14–15	00
55	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT. (9 9 9)	16–18	990
56	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT. (9 9 9)	19–21	999
57	WEAR. SURFACE	22	2
58	DECK	23	8
59	SUPERSTRUCT.	24	3
60	SUBSTRUCT.	25	[illegible]
61	CHANNEL	26	8
62	CULVERTS, WALLS	27	N
63	REMAINING LIFE	28–29	10
64	OPERATING RATING	30–32	920
65	APPR. ALINEMNT.	33	7
66	INVENTORY RATING	34–36	9[illegible]0
67	STR. CONDITION	37	4
68	DECK GEOMETRY	38	3
69	UNDERCLEARANC	39	N
70	SAFE LOAD CAP.	40	2
71	WATERWAY AD.	41	8
72	APPR. ALINE. AD.	42	8
73	YEAR NEEDED	43–44	00
74	TYPE OF SERVICE ON BRIDGE	45–46	00
		47	
75	TYPE OF WORK	48–50	311
76	LENGTH OF IMPROVEMENT (FT.)	51–55	00390
77	PROP. DES. LOAD	56	5
78	PROPOSED ROADWAY WIDTH (FT.)	57–60	0032
79	PROPOSED NO. OF LANES	61–62	02
80	DESIGN ADT	63–67	00750
81	YEAR OF EST. ADT	68–69	90
82	YEAR OF PROP. RDWY. IMPROVE.	70–71	00
83	TYPE IMPROVE.	72	0
	NOT USED LEAVE BLANK	73–80	

Item	Field	Card columns	Entry
84	COST OF IMPROVEMENTS (THOUSANDS)	8–12	00462
850	YEAR LAST MAJOR MAINT.	13–14	72
860	ITEM REPAIRED	15–16	60
870	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	17–22	022000
880	INSPECTION FREQUENCY	23–24	73
		25	3
	NOT USED LEAVE BLANK	26–31	
890	LAST INSPECTION MO.	32–33	11
	LAST INSPECTION YR.	34–35	73
92	TRANSVERSE STRUCTURE LENGTH (FT.)	36–38	
93	INSIDE HEIGHT (TENTH FT.)	39–41	
94	CODE COST PREFIX	42–50	
96	MAINTENANCE NOTES	51–79	
	LEAVE BLANK	80	

HIGHWAY 31003

M.P. 3.52

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

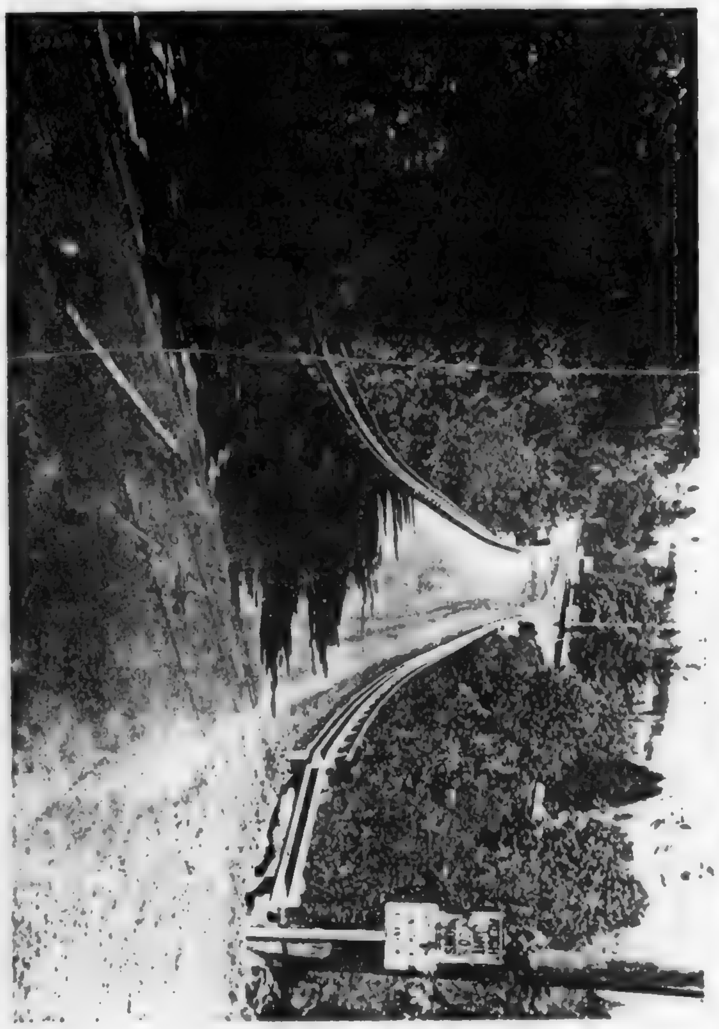
SHEET 1 OF 2
DATE SUBMITTE
BY Bill F

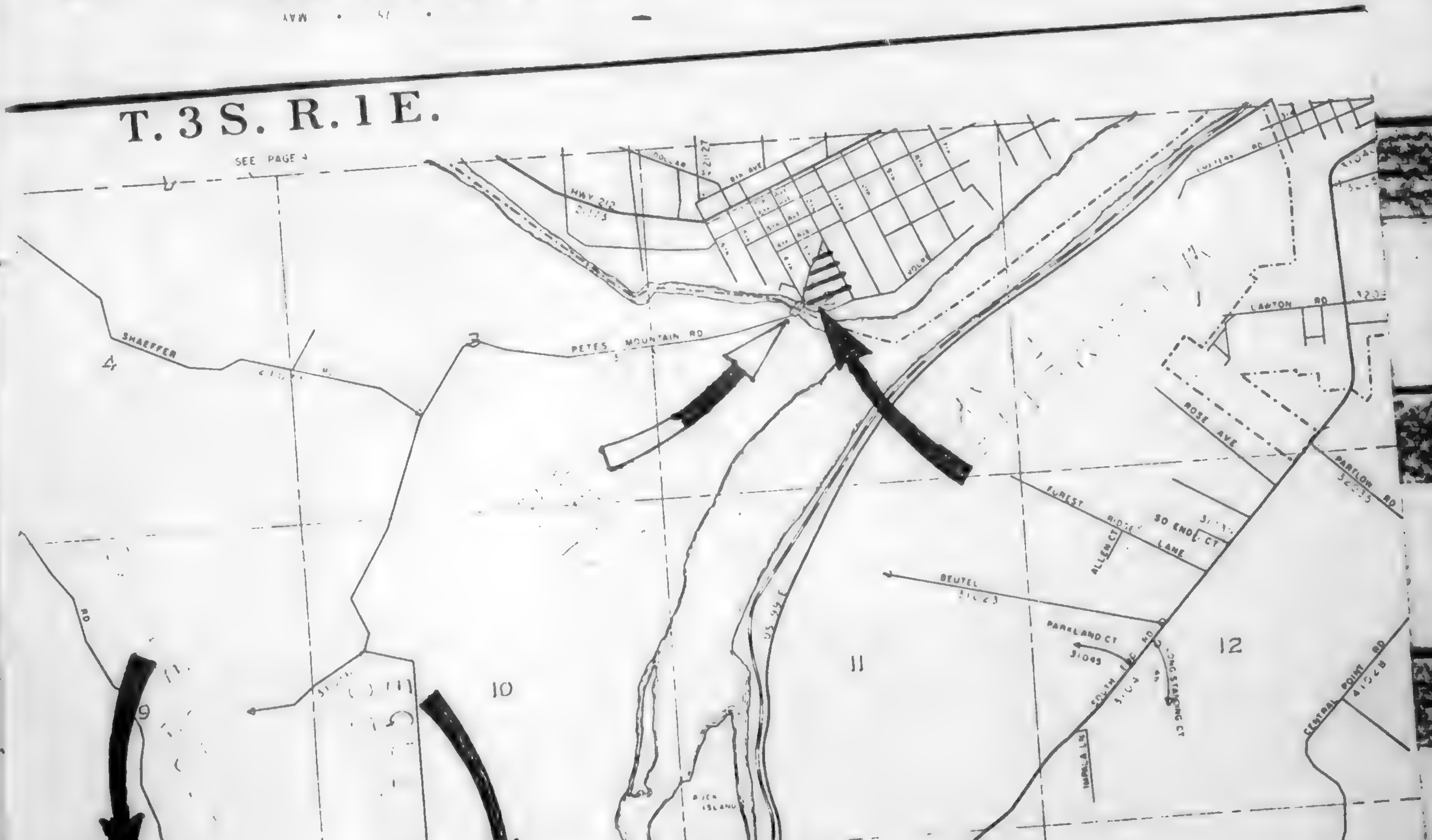
8		1	2	3	4	5					101		12		13	14	15	16		17		18	19	20	21	22	24
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN.	PWR VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM
1-5	7	8-10	11-12	13-15	16-19	20	21	22	23-27	28	29-31	32-37	38-41	42	43-44	45-48	49-52	53-54	55-57	58-60	61-63	64	65-66	67	68	69	70-71
01654	1	410	2C	005	0000	1	4	1	31003				0000	0		00.00	0000					4	0.6	3	3	3	14

8		27		28		29	31	32		33	34	35	38	39	40	42	43		44		45	46	48	49	50	
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)		STRUCTURE TYPE (APPROACH)		NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.) LT.	SIDEWALK WIDTH (TENTH FT.) RT.
1-5	7	8-9	10-11	12-13	14-15	16-21	22	23-25	26-28	29	30-31	32	33	34-36	37-40	41-42	43	44-45	46	47-48	49-50	51-54	55-58	59-64	65-67	68-70
01654	2	31	73	[illegible]		002680	1	024		0	00	0	0	000	0000	15	3	09	7	07	01	0012	0150	002390	000	000

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81	82
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT.	MIN. VERT. CLEAR. OVER ROADWAY IN.	MINIMUM VERTICAL UNDERCLEAR. FT.	MINIMUM VERTICAL UNDERCLEAR. IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.
		9 9	9 9			9 9 9	9 9 9																											
1-5	7	8-9	10-11	12-13	14-15	16-18	19-21	22	23	24	25	26	27	28-29	30-32	33	34-36	37	38	39	40	41	42	43-44	45-46	47	48-50	51-55	56	57-60	61-62	63-67	68-69	70-71
01654	3	99	99	- -	- -	999	999	2	8	3	3	8	N	10	920	7	920	4	3	N	2	8	8	00	00		311	00390	5	0032	02	00750	80	00

8		84	850	860	870	880			890		92	93	94		96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX		MAINTENANCE NOTES
1-5	7	8-12	13-14	15-16	17-22	23-24	25	26-31	32-33	34-35	36-38	39-41	42-44	45-50	51
01654	4	00462	72	60	022000	73	3		11	73					




T. 3 S. R. 1 E.
SEE PAGE 4
HWY 212
PETES MOUNTAIN RD
SHAEFFER
ROSE AVE
LAWTON RD
BARLOW RD
FOREST RIDGE LANE
ALLEN CT
SO END CT
BEUTEL
PARKLAND CT
SOUTH END RD
LONG STANDING CT
CENTRAL POINT RD
BEIGER ROAD
IMPALA LN
BIRCH ISLAND
3
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9
10
11
12
31033

1977 Columbia River (Astoria) 8470
Bridge Sec.
(Painting & safety system)

8+70 9-1-82 L.

FILED
COURT OF APPEALS
SEP 1 1982
STATE COURT ADMINISTRATOR
By ____________ Deputy

IN THE COURT OF APPEALS OF THE STATE OF OREGON

State of Oregon, acting through its Department of Transportation and the Highway Division thereof, on the relation of LaGrande Industrial Supply Co., an Oregon corporation,

Plaintiff,

v. No. A7711-16420
CA 19390

Gene Scott, dba Waconda West Construction; United States Fidelity and Guaranty Company, a Maryland corporation,

Appellants,

and

Edward Columbus and Bernice Columbus, dba Columbus Painting Company and B & E Painting, Inc., an Oregon corporation,

Respondents.

RECEIVED
STATE HWY ENGR
SEP 2 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

* * * * * * * * *

Appeal from Circuit Court, Multnomah County.

George A. Van Hoomissen, Judge.

Argued and submitted March 8, 1982.

Richard E. Alexander, Portland, argued the cause and filed the brief for appellants.

D. Michael Mills, Salem, waived appearance for respondents.

Before Gillette, Presiding Judge, and Warden and Young, Judges.

NOTED
W. E. SCHWARTZ

RECEIVED
DOT DIRECTOR
SEP 2 '82
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WARDEN, J.

Reversed and remanded for entry of judgment in favor of Scott and USF&G and against B & E on B & E's cross-claims and in favor of Scott and against B & E on Scott's claims for indemnity and for new trial on Scott's claims for breach of contract.

GSCOTT FILED: September 1, 1982

COSTS SHEET

Case Name: State ex rel Dept. of Trans. v. Scott

Court of Appeals Case Number 19390

Trial Court or Agency Case Number A7711-16420

The prevailing parties are appellants

[ ] No costs are awarded.

[X] Costs are awarded to the prevailing parties.

The party responsible for paying costs is respondent B & E Painting, Inc.

****

The following entries will be made as appropriate at the time that the appellate court decision is enforceable. Attorneys see Rules 11.03, 11.05 and 11.10.

It is therefore ordered that the prevailing party[ies] recover[s] from ____________________ costs and disbursements on appeal taxed at $ __________, and the further sum $ __________ as attorney fees.

The Supreme Court denied petition for review on __________

Date appellate court decision is enforceable: __________

WARDEN, J.

On January 31, 1977, defendant Scott, doing business as Waconda West Construction (Scott) entered into a contract as prime contractor with the Oregon State Highway Division to perform cleaning and painting and to install safety devices on the Columbia River (Astoria) bridge for $328,978. Defendant United States Fidelity and Guaranty Company, (USF&G) provided the performance bond for Scott on the project. On February 8, 1977, Scott subcontracted with B & E Painting, Inc., for B & E to perform sand blasting and painting work for $212,000.1 On May 11, 1977, defendants Edward and Bernice Columbus, owners of B & E, executed a personal guarantee of all obligations of B & E to Scott.

During the course of the project, a dispute arose between Scott and B & E, and on August 17, 1977, B & E stopped working on the bridge. LaGrande Industrial Supply Co., the relator, was a supplier to B & E. LaGrande was unpaid and filed this action against B & E, the Columbuses and Scott, and against the USF&G on the bond. LaGrande's claim was settled by a payment by Scott, and LaGrande is not involved in this appeal.

In May, 1978, Scott filed a cross-claim against B & E and the Columbuses, alleging that they had breached their agreement by stopping work on the bridge. In June, B & E filed its answer to the cross-claim and, in February, 1979, filed its supplemental cross-claim against Scott and USF&G, alleging that Scott had breached the agreement by failing to make progress payments, by failing to pay B & E workers directly and by failing to pay for extra work performed. The cross-claims were tried before a jury, which returned a verdict in favor of B & E but awarded no damages. Judgment was entered, and Scott appeals.

Scott's first six assignments of error are that the trial court erred in denying his motions for directed verdicts on a variety of issues. When determining the propriety of a motion for a directed verdict, we view the evidence in the light most favorable to the party against whom it is sought. *Scott v. Mercer Steel/Edwards Realty,* 263 Or 464, 466-67, 503 P2d 1242 (1972). In order to prevail on a motion for directed verdict, it must be shown that reasonable persons could draw but one inference from the evidence and that the inference supports the conclusion urged by the moving party. *James v. Carnation Co.,* 278 Or 65, 69, 562 P2d 1192 (1977).

Scott first contends that the evidence is undisputed that B & E breached its contract and that, therefore, he was entitled to a directed verdict on his claim for costs incurred in completing the project after B & E refused to perform further. A party to a contract who complains that the other party has breached the terms of a contract must prove performance of the contract on his own part. *Huszar v. Certified Realty*

Co., 266 Or 614, 620, 512 P2d 982 (1973). In the present case, Scott presented evidence that the subcontract was for $212,000, that he had paid to B & E or to others on its behalf, excluding charges for paint, approximately $157,000 (or 74 percent of the total subcontract price), that payments were to be made on a monthly basis in proportion to the percentage of work completed by B & E and that only 50 percent of the work had been completed. That evidence is undisputed in the record as presented to this court.[2] Scott does not, however, direct us to any evidence in the record to show that he complied with his additional contractual duty to pay B & E workers directly.[3] Nonperformance by Scott of this duty, if so material as to justify a refusal by B & E to perform its part of the contract, would have discharged B & E's duty to perform. Wasserburger v. Amer. Sci. Chem., 267 Or 77, 82, 514 P2d 1097 (1973). Whether a breach is so material as to have such a result is ordinarily a question of fact. In this case the jury could have found that B & E was justified in stopping work on the project and, therefore, was discharged from performing its contract with Scott. The motion for directed verdict on Scott's claim for damages for completing B & E's work was properly denied.

Scott next contends that he was entitled to a directed verdict on three claims for indemnification for payment of obligations incurred by B & E. The first claim is for $23,000, which Scott paid to LaGrande in settlement of the lawsuit that precipitated this case. The second is for $6,500, which Scott paid to Andrews & Andrews Equipment Company, and the third is for $1,442 for miscellaneous payments made by Scott to other creditors of B & E.

In an action for indemnity, the plaintiff must plead and prove that 1) a third party made a claim against him; 2) he reasonably incurred costs in defending or satisfying the claim; and 3) as between the plaintiff and the defendant, the costs incurred ought to be borne by the latter. PGE v. Const. Consult. Assoc., 57 Or App 116, 643 P2d 1334 (1982). In the present case, counsel for B & E conceded at trial that B & E owed the amounts in question and that the amounts were reasonable and necessary. It is undisputed that Scott paid the debts in the amount claimed, and it is also undisputed that, according to the contract, B & E was to "furnish all labor, material, equipment, scaffolds, etc. * * *." From the foregoing evidence, it is clear that as between Scott and B & E, B & E ought to be liable for the debts, and Scott is therefore entitled to indemnification. Scott's motions for directed verdicts on the three claims for indemnification should have been granted.

Scott next contends that he was entitled to a directed verdict on his claims against Edward and Bernice Columbus on their agreement to personally guarantee the subcontract obligations of B & E. Because the guarantee agreement could only come into play if B & E was obligated to Scott and because the jury found it was not, this issue is not properly before us on this appeal and we need not consider it.[4]

Next, Scott contends that he was entitled to a directed verdict on each of the cross-claims of B & E. The first claim[5] is for $5,300, which B & E contended was the difference between what B & E expended on the project and what it claims it received from Scott. This figure was apparently derived by subtracting $66,000[6] that Scott paid B & E from approximately $71,300 that B & E expended. However, it is undisputed that Scott paid an additional $10,000 to Mr. Columbus for work as superintendent on the project and that the $10,000 was meant to be included as part of the total subcontract price. B & E, therefore, actually received $76,000, or $4,700 more than it expended. The trial court should have granted Scott's motion for a directed verdict on this claim.

B & E's second claim is for lost profits. To prevail on a claim for lost profits, both the existence and the amount of lost profits must be proved with reasonable certainty. Pearson v. Schmitt, 259 Or 439, 442, 487 P2d 84 (1971). Here, the evidence is undisputed that the contract price was $212,000 and that, at the time B & E stopped work on the bridge, approximately $185,000[7] had been paid to it or to others on its behalf. The evidence is also undisputed that B & E expanded approximately $10,000 to $15,000 in addition and owed approximately $30,000 to unpaid suppliers and subcontractors. When asked by counsel how B & E expected to make a profit on the project, Mr. Columbus replied "[We] still expected to get paid the extras." When asked if he had any estimate of what it would have cost to complete the work on the day he left the project, Mr. Columbus answered "No. Because I never got a chance to complete it." There was no testimony as to how much profit B & E expected to make. The evidence was insufficient to show lost profits with reasonable certainty. Therefore, Scott was entitled to a directed verdict on this issue.

B & E's third claim is for the fair rental value of scaffolding that was left on the bridge when B & E quit the project. Scott argues that the claim is insufficient in that there is no evidence of an express or implied agreement to rent the scaffolding and, in any event, that there is no evidence of whether or when the scaffolding was used by Scott. Counsel for B & E, in responding to the motion for a directed verdict on this claim, asserted that

> "we know when [the second subcontractor] came on the project or the project was breached on the 2nd of September. We know the project was completed in 1980 and I think its a matter of taking the weeks at $100 a week and adding it up for the jury."

There is no evidence before this court that shows the precise date the scaffolding was used, or if it was used by Scott or a second subcontractor at all. The evidence is insufficient to support an award for damages. The trial court should have granted Scott's motion for a directed verdict on this claim.8

In his final three assignments of error, Scott contends the trial court erred in refusing to give the following instructions to the jury regarding his claims against B & E:

> "B & E Painting, Inc. was only entitled to be paid a percentage of its contract price which equalled the percentage of the work it had satisfactorily completed as of the time of termination.
>
> "If you find, from the evidence, that B & E Painting, Inc. has been paid according to the value of the work performed, and that B & E thereafter refused to perform without additional or immediate payment, I direct you to find that B & E Painting, Inc. breached the agreement.
>
> "Scott had the right to apply prior excess payments to satisfy any payments that might be due to B & E Painting, Inc. in the future."

Scott argues that these instructions concern the respective rights and duties of the parties with respect to payment under the subcontract and, as such, it was prejudical error to omit them. A party is clearly entitled to have his theory submitted to the jury if there is competent evidence to support it. Carter v. Mote, 285 Or 275, 279, 590 P2d 1214 (1979). Here, Scott and Mr. Columbus both testified that it was their understanding that B & E was to be paid a percentage of the subcontract price which equalled the percentage of the work satisfactorily completed. That was an integral part of the subcontract and could have determined the outcome Scott's claim against B & E. It was, therefore, error to refuse to give these instructions to the jury.

Reversed and remanded for entry of judgment in favor of Scott and USF&G and against B & E on B & E's cross-claims and in favor of Scott and against B & E on Scott's claims for indemnity and for new trial on Scott's claims for breach of contract.

FOOTNOTES

---

[1] Because the state had a requirement that a prime contractor must perform 50 percent of the work, and B & E had subcontracted to do more than 50 percent of the work, the parties agreed that Scott would pay B & E's payroll directly. The relationship between Scott and B & E, however, was understood to be that of prime contractor and subcontractor, respectively.

[2] The record is voluminous, including 795 pages of testimony and 138 exhibits. On appeal, B & E presented no responding brief, and we are not obligated to search the record for evidence disputing Scott's claims, nor will we search the record for evidence other than that to which Scott has directed us in his brief. Tidewater v. Wheeler, 55 Or App 497, 502, 638 P2d 499 (1981).

[3] The subcontract contained a provision for direct payment of B & E's workers. See n 1, supra.

[4] In retrial of Scott's claim for breach of contract by B & E the Columbuses will remain parties, because of the possibility that they may be found liable on their guarantee agreement if Scott prevails.

[5] B & E's cross-claims are all for damages resulting from an alleged breach of the contract by Scott. The amounts and basis for the claims asserted at trial vary considerably from the pleadings, making it difficult to determine precisely which claims are before us on appeal. Because no responding brief was filed, we rely heavily on appellant's brief in this regard.

[6] Although not clarified in the record, we assume $66,000 to be the amount Scott paid B & E in addition to payment of the payroll.

[7] This figure includes payments made by Scott on behalf of B & E directly to B & E employes and suppliers, including suppliers of paint, and payments made to B & E.

[8] Because the jury found for B & E on its cross claims and did not find for Scott on any of his claims, B & E was the prevailing party in the trial court. We have found that verdicts should have been directed against B & E on its cross claims and in favor of Scott on some of his claims, making Scott the prevailing party.

8470

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: January 21, 1981

CON 6-4-3
7949

FROM: Jack L. Davis Jack Davis
Foundation Engineer

SUBJECT: The Life and Times and Current Status of
Maintenance Painting on the
Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949

copy
mai 14-1-2
6268
7339
7782
9150

NOTED
E. S. HUNTER

On Tuesday, January 13, 1981, an overall inspection of the subject bridge was made to review the general condition of paint on the numerous structural steel spans. The purpose of the inspection was to determine which portions of the structure could feasibly be painted by the newly formed State Bridge Maintenance Painting Crew and which portions should be painted by contract.

Present on this spection were Walt Hart, John Wood, Ted Litchfield, Ted Thompson, Fred Lucht, Bill Bangert, Harold Seaton and me.

Subsequent to this inspection, I reviewed all prior new and maintenance painting contracts to ascertain the age and various types of coatings now existing on the steel spans. This information is combined with the findings of the inspection and is contained in the following summary.

Contract specifications and paint formulations, except for proprietory products, for maintenance painting performed under the following listed contracts are on file in the Bridge Design Office. If required for some purpose, the Brand names, composition and other information on proprietory paints may be shown on paint inspection reports or laboratory reports on file for the various contracts at the Materials Testing Laboratory. Proprietory products are shown as (P) in the following summary.

JD:jrb

cc: John Wood
Ted Litchfield
Fred Lucht

~~bc: Jack Davis~~

RECEIVED
TECHNICAL SERVICES
JAN 23'81
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	Ret	File

Contains Recycled

Spans 12 through 19 - Deck Girder Spans

Contract: 8470 (2-1-77)
Completed: March 1980
Paint Type: All vinyl

Cleaning - Span 12 blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200. All other spans blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed in blast cleaning under Contract 8470, but some may remain.

Painting - Formulas are from State of California.

Coat	Formula	Spec. Min. D.F.T.
Vinyl Wash Primer	701-80-52	0.5 mil max.
Vinyl Base	741-80-40 741-80-41	4 alt. coats approx. 1 mil each. Total min. 4 mils.
Vinyl Finish	741-80-75	2 coats approx. 1 mil each. Total min. 2 mils.

Note: On Spans 13 through 19, (P) Mobil Co. Val-Chem Primer 80-R-8 (vinyl-iron oxide) was substituted for specified vinyl wash primer and first coat of vinyl base, applied 1.5 mils min. D.F.T.

Comments -

At this inspection, most surfaces appear to be in very good condition, but rust is present in scattered locations on sharp corners, some unsealed bolted connections, bolts, and on some flat surfaces - generally the bottoms of the bottom flange - in small patches.

Recommendation - spot painting and sealing as required by state painting crew.

8470

December 16, 1980

Wacenda West Construction Co.
55 Jadwin, Apt. 77
Richland, WA 99352

#8470

Attention: F. G. Scott

Dear Mr. Scott:

This letter acknowledges receiving your letter dated December 9, 1980. The letter refers to our Contract No. 8470 on the Columbia River Bridge at Astoria.

Your letter asks that this Department verify the cost breakdown of $435,130.05 which you submitted.

Our Legal Counsel advises us to return the verification unsigned. He further advises that the Department does not wish to become involved in the payment breakdown issue between the bonding company and your company.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[redacted]

bc: Jack Sollis
Walt Hart

WACONDA WEST CONSTRUCTION

55 Jadwin Apt. 77, Richland, Wa. 99352

December 9, 1980

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Contract No. 8470 Columbia River (Astoria) Bridge

Dear Mr. Gormson:

As you are probably aware, premiums for payment and performance bonds are usually based on the final contract amount as it normally is a true reflection of whether the work under the original contract was either increased or decreased. Your letter dated June 24, 1980 addressed to United States Fidelity & Guaranty Co. (copy enclosed) indicated the total contract amount to be $435,130.05 but did not provide any breakdown on this amount. We have talked with our bonding company and they have indicated that if they had a letter from you with a breakdown of the $435,130.05 amount, they may be able to adjust the bond premium to us.

To simplify this for you I submit the following:
The termination Agreement (copy enclosed) in effect reduced Bid Item #4 (Clean and Paint) from 12 spans to 8 spans as once we completed spans 12 through 19, the Oregon State Highway Department assumed responsibility for spans 160 through 163. This made the Oregon State Highway Department responsible to pay us for only 8 of the 12 spans for bid item #4 or 8/12 of $220,000.00 which equals $146,666.67. The work under the original contract was decreased by 1/3 of $220,000.00 or $73,333.33 by the Termination Agreement and increased by $240.00 by Price Agreement No. 3 (copy enclosed) which would make the total Contract Price $255,884.67 exclusive of claims settlement, paint purchases and overpayments on bid item #4 (clean and paint) as outlined below:

```
   $328,978.00
 -   73,333.33
 +      240.00
  ____________
   $255,884.67
```

The final Contract Payment Voucher #12 (copy enclosed) indicates that payments in excess of $146,666.67 were paid on Bid Item No. 4 (clean and paint), $150,000.00 was paid for Claim Settlement, $153.30 was paid to purchase vinyl base and $244.25 was paid to purchase vinyl paint, which accounts for the total of $435,130.05.

Cont'd on Page 2

WACONDA WEST CONSTRUCTION

55 Jadwin Apt. 77, Richland, Wa. 99352

Please review this breakdown thoroughly and if you concur that it is accurate, acknowledge by signing below where provided and return one signed copy to me.

Thank you.

Sincerely yours,

Waconda West Construction

F. G. Scott, Owner

____

Robert W. Gormsen

FGS/bs

CC: M. L. Deel
Mrs. Sadowski
Richard Alexander

RECEIVED
[illegible] 11 [illegible]
[illegible]

TOR ATIYEH

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1980

IN REPLY REFER TO FILE NO.: CON 5 #8470

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

RECEIVED
JUN 25 1980
U. S. F. & G. CO.
BOND DEPT.

Gentlemen:

Contract No. 8470 awarded to Waconda West Construction for painting and a safety system on the Columbia River (Astoria) Bridge on the Oregon Coast Highway in Clatsop County was completed on April 22, 1980, and accepted by the State Highway Division on June 17, 1980.

Final payment in the amount of $153,558.05 was released to the contractor's attorney on June 18, 1980, by our Highway Division's Chief Counsel. The total contract amount is $435,130.05 and no work was performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Waconda West Construction
3680 Brooklake Rd. N. E.
Salem, OR 97305

copy sent
with invoice
7/17 md

AGREEMENT

THIS AGREEMENT made this _____ day of ________________, 1979, by and between F. G. SCOTT dba WACONDA WEST CONSTRUCTION COMPANY, hereinafter called "Contractor" UNITED STATES FIDELITY AND GUARANTY COMPANY, hereinafter called "Surety," and THE STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "Owner."

WITNESSETH:

WHEREAS, Contractor and Owner entered into a contract, (8470) dated January 31, 1977, for the construction of a safety system and the painting of a portion of the Columbia River, Astoria Bridge, Oregon Coast Highway, Clatsop County, Oregon, hereinafter called "contract," and Surety supplied a bond; and

WHEREAS, Contracor has proceeded with the construction and painting under the contract as revised by modifications including Price Agreement No. 4; and

WHEREAS, Contractor and Owner desire to mutually terminate the contract upon the following conditions:

NOW, THEREFORE, IT IS AGREED:

1. Owner accepts all work performed to date under bid items 001, 002, 003 and 004 by the Contractor including, without limitation, the blasting and painting of spans 16, 17, 18 and 19.

2. Spans 12, 13, 14 and 15 under bid item 004 "cleaning and painting bridge" will be completed by Contractor according to the contract as modified by Price Agreement No. 4 dated July 18, 1978 and in the same manner that spans 16, 17, 18 and 19 have been completed.

3. All uncompleted work under bid item 003, safety cables, ladders and decking will be completed by Contractor according to the terms of the contract.

4. Upon completion of the referenced remaining work under bid item 003 and bid item 004, the contract will be mutually terminated.

5. Owner will assume responsibility for completing the balance of the contract and releases any claim against Contractor or Surety for the costs of such completion.

6. Owner will make payment to Contractor for the portion of the work completed in accordance with the contract.

7. The fact of mutual termination shall not be an acknowledgement of any liability on the part of the Owner.

8. Contractor reserves his right to claim additional compensation or damages of any kind from the Owner and will submit, within 90 days of the date hereof, his claim to Owner for such compensation or damages.

9. Owner will review the claim and reply to it within 90 days of receipt of the claim.

10. The parties will attempt to negotiate a mutually agreeable solution of Contractor's claim. In the event the parties are unable to negotiate a resolution of the claim, Contractor may institute litigation to recover any such compensation or damages. Owner reserves the right to assert its claim or claims for actual and liquidated damages occurring up to the date of termination and not waived by paragraph 5 above.

11. Except as herein provided and as modified by price agreements, the contract between the parties dated January 31, 1977 being contract number 8470 remains unchanged.

The Oregon Transportation Commission, by a duly adopted delegation order, authorizes its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ____________________ by ______________________________, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED AS TO FORM:

James S. Sallis
Assistant Attorney General
& Counsel

APPROVED

Edward J. Dunn
Surety on Contract #8470

State of Oregon by and through
its Department of Transportation,
Highway Division

H S Coulter
State Highway Engineer

F.G. SCOTT dba WACONDA
WEST CONSTRUCTION COMPANY

F G Scott
F. G. Scott

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

ORM 734-1020 (REV. 7-78)

COUNTY: CLATSOP

CONTRACT: 8470

HIGHWAY: OREGON COAST

FEDERAL A

SECTION: COLUMBIA RIVER (ASTORIA) BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE
001	9N SPEC PUBLIC LIABILITY ANDPROP DAM INS	LUMP SUM	3000.0000
002	9N MOBILIZATION	LUMP SUM	32000.0000
003	9N SAFETY CABLES LADDERS AND DECKING	LUMP SUM	73976.0000
004	9N CL & PAINT COL R ASTORIA BRIDGE PA 4	LUMP SUM	220000.0000
	PRICE AGREEMENT ITEMS		
30301	9N MODIFY SAFETY PLATFORM	LUMP SUM	240.0000
30601	9N CLAIM SETTLEMENT	LUMP SUM	150000.0000
30602	9N PURCHASE VINYL PRIMER PAINT	GAL	10.2200
30603	9N PURCHASE VINYL BASE PAINT	GAL	4.9000
30604	9N PURCHASE VINYL FINISH PAINT	GAL	9.7700
	MATERIALS ON HAND		
7003	9N GRATING BI 3	LUMP SUM	2000.0000
7004	9N PAINT BI 4	LUMP SUM	27625.8000

GROSS RETAINAGE

TREASURER DEPOSIT

* NET RETAINAGE

DATE 06 19 80 PG. 01 8470	TOTAL CO
PREVIOUS VOUCHER NO. 20591	* % RETAINED ON CO
CHECKED BY: RHM/KA	F
ENGINEER OR AUDITOR C ANDERSON	TO

NO.	ESTIMATE NO.	PREFIX NO'S.
	20	
ID PROJECT NO.		

	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	100.000	3000.00	3000.00	
	100.000	32000.00	32000.00	
	96.000	71018.88	71018.88	
	76.870	169114.00	169114.00	
	100.000	240.00	240.00	
	100.000	150000.00		150000.00
	15.000	153.30		153.30
	645.000	3160.50		3160.50
	25.000	244.25		244.25
	100.000	2000.00	2000.00	
	15.200	4199.12	4199.12	
	16,600.00			
NTRACT ITEMS		435130.05	281572.00	153558.05
NTRACT ITEMS				
ORCE ACCOUNT				
TAL PAYMENTS		435,130.05	281,572.00	153,558.05

5445
#8470

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 24 1980
NORMA PAULUS
SECRETARY OF STATE

October 22, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8470

Newcomb, Sabin, Meyer & Schwartz
Attorneys at Law
Suite 1212 Commonwealth Bldg.
421 S.W. Sixth Avenue
Portland, OR 97204

Attention: Amy L. Houchen

RECEIVED
OCT 2[illegible] 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of October 17 with attached Revised Notice of Claim on behalf of Mobil Chemical Company for materials, namely paint, in the amount of $8,752.42 plus interest against Contract No. 8470.

The claim states this is in reference to the Waconda West Construction Contract No. 8470 for painting and safety system on the Columbia River (Astoria) Bridge in Clatsop County.

We will furnish copies of this Revised Notice of Claim to the contractor, surety, and agent on this contract. We note that you have filed this revision with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:kkr

cc: Waconda West Construction
P. O. Box 9126
Brooks, OR 97305

A. G. Sadowski, Surety Bonds & Insurance
530 Center N.E.
Salem, OR 97301

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Noted on Card
10-28-80 dmc

bc: ✓Secretary of State - Please advise us of your filing date and number for the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 28 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NEWCOMB, SABIN, MEYER & SCHWARTZ
ATTORNEYS AT LAW
SUITE 1212 COMMONWEALTH BUILDING
421 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 228-8446

VERNE W. NEWCOMB
JOHN R. SABIN
ROGER L. MEYER
JACK B. SCHWARTZ
SCOTT C. WYSE
WAYNE D. LANDSVERK
AMY L. HOUCHEN

ROBERT L. SABIN
LAWRENCE R. BROWN
OF COUNSEL

October 17, 1980

Mr. Robert Gormsen
Department of Transportation
State of Oregon
Room 121
Transportation Building
Salem, OR 97310

Re: Columbia River Estuary Bridge
Contract No. 8470

Dear Mr. Gormsen:

Enclosed is a revised notice of Mobil Chemical Company's claim for materials used in performance of the above-mentioned Contract. Please file it in your office, since your agency let the Contract, and forward a copy of the claim to the surety:

A. G. Sadowski Surety Bond & Insurer
530 Center Street, N.E.
Salem, OR 97301

I am also enclosing a copy of the revised notice filed with the Secretary of State.

Thank you.

Very truly yours,

NEWCOMB, SABIN, MEYER & SCHWARTZ

By

Amy L. Houchen

ALH:PKG

Encl.

RECEIVED
OCT 20 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: DEPARTMENT OF TRANSPORTATION
OREGON HIGHWAY DIVISION

NOTICE (REVISED) hereby is given that Mobil Chemical Corporation has a claim for materials, namely paint, in the sum of $8,752.42, together with interest at the rate of 9 percent per annum from December 18, 1979, until paid, against the bond taken from Waconda West Contruction, as principal, and United States Fidelity and Guaranty Company through its agent A. G. Sadowski, Surety Bonds and Insurance, as surety, for the work of Painting and Safety System Installation on the Columbia River Estuary Bridge in Clatsop County under Contract No. 8470.

Amy L. Houchen Of Attorneys
for Claimant
Mobil Chemical Corporation

RECEIVED
OCT 20 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

5445 #847

L

bc: Secretary of State - It is my understandin
that this claim has been filed directly wi
your office by the attorney. Please advis
of your filing date and number on the
attached copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1980

RECEIVED
JUL 11 1980
NORMA PAULUS
SECRETARY OF STATE

REFER TO FILE NO.:
CON 5
#8470

Newcomb, Sabin, Meyer & Schwartz
Attorneys at Law
Suite 1111 Wilcox Building
Portland, OR 97204

Attention: Amy L. Houchen

FILED
JUL 11 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of July 7 with the attached Notice of Claim on behalf of Mobil Chemical Corporation in the amount of $8,752.42 together with interest for materials.

The claim indicates this is in connection with Contract No. 8470 with Waconda West Construction for painting and a safety system on the Columbia River (Astoria) Bridge in Clatsop County.

The United States Fidelity & Guaranty Company through their agent, A. G. Sadowski, furnished the performance bond on this contract. We will advise them of the receipt of this claim and forward a copy to the contractor.

Since I talked to you on June 10, this contract was accepted by the State on June 17, 1980.

We will file this claim in our office as I am the clerk of the public body which let the contract.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 16 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Waconda West Construction
3680 Brooklake Rd. N.E.
Salem, OR 97305

A. G. Sadowski, Surety Bonds & Ins.
530 Center N.E.
Salem, OR 97301

U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Noted on card
7-16-80- dmc

NEWCOMB, SABIN, MEYER & SCHWARTZ
ATTORNEYS AT LAW
SUITE 1111 WILCOX BUILDING
PORTLAND, OREGON 97204
TELEPHONE (503) 228-6446

ROBERT L. SABIN
OF COUNSEL
VERNE W. NEWCOMB
JOHN R. SABIN
ROGER L. MEYER
JACK B. SCHWARTZ
JAMES B. RUYLE
SCOTT C. WYSE
WAYNE D. LANDSVERK
AMY L. HOUCHEN

July 7, 1980

Mr. Robert Gormsen
Room 121
Transportation Building
Salem, OR 97310

Re: Columbia River Estuary Bridge
Contract No. 8470

Dear Mr. Gormsen:

Pursuant to your instructions in our telephone conversation of June 10, 1980, and the provisions of ORS 279.526 et seq, I am enclosing a notice of Mobil Chemical Company's claim for materials used in performance of the above-mentioned contract. Please file it with the auditor of the public body which let the contract, and forward a copy of the claim to the surety,

A. G. Sadowski Surety Bond & Insurer
530 Center Street, N.E.
Salem, OR 97301

I am also enclosing a copy of the notice filed with the Secretary of State.

This letter will also confirm your statement to me in the above-mentioned conversation that, while the painting portion of Contract No. 8470 was completed on April 22, 1980, that portion has not yet been accepted by the Department of Transportation.

Thank you.

Very truly yours,

NEWCOMB, SABIN, MEYER & SCHWARTZ

By
Amy L. Houchen

RECEIVED
JUL - 9 1980
COMMI[illegible] [illegible]RVICES
DEPARTMENT OF TRANSPORTATION

ALH:sj
Enclosure

TO: DEPARTMENT OF TRANSPORTATION
OREGON HIGHWAY DIVISION

NOTICE hereby is given that Mobil Chemical Corporation has a claim for materials, namely paint, in the sum of $8,752.42, together with interest at the rate of 9 percent per annum from December 18, 1979, until paid, for the work of Painting and Safety System Installation on the Columbia River Estuary Bridge in Clatsop County under Contract No. 8470.

Amy L. Houchen
Of Attorneys for Claimant
Mobil Chemical Corporation

RECEIVED
JUL - 9 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5442 #8478

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 11 1980
NORMA PAULUS
SECRETARY OF STATE

July 10, 1980

IN REPLY REFER TO
FILE NO:
CON 5
#8470

Mills and McMillin
Attorneys at Law
410 Capitol Towers
Salem, OR 97301

Attention: D. Michael Mills

FILED
JUL 11 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of July 2 with attached Notice of Claim on behalf of B & E Painting, Inc., indicating that Waconda West Construction owes them for materials and labor in the amount of $30,000.

The claim states this is in reference to the Waconda West Construction Contract No. 8470 for painting and a safety system on the Columbia River (Astoria) Bridge in Clatsop County.

The United States Fidelity & Guaranty Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Waconda West Construction
3680 Brooklake Road N.E.
Salem, OR 97305

U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: ✓Hon. Norma Paulus - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Noted on Card
7-16-80 dmw

RECEIVED
JUL 16 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MILLS & McMILLIN
Attorneys At Law
410 Capitol Towers
Salem, Oregon 97301

Telephone (503) 588-0556

D. MICHAEL MILLS
R. CRAIG McMILLIN

July 2, 1980

Mr. Robert Gormsen
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Enclosed is NOTICE OF CLAIM submitted to you on behalf of my client.

If you have any questions, please call.

Thank you.

Sincerely,

D. Michael Mills

DMM/dsg
enclosure
cc: Secretary of State
cc: United States Fidelity and Guaranty
cc: Mr. Richard Alexander

RETURN RECEIPT REQUESTED

RECEIVED
JUL - 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, acting through its Department of Transportation and the Highway Division thereof, on the relation of LaGrande Industrial Supply Co., an Oregon corporation,

Plaintiff,

v.

GENE SCOTT, dba WACONDA WEST CONSTRUCTION; UNITED STATES FIDELITY and GUARANTY COMPANY, a Maryland corporation; EDWARD COLUMBUS and BERNICE COLUMBUS, dba COLUMBUS PAINTING COMPANY and B & E PAINTING, INC., an Oregon corporation,

Defendants.

Case No. A7711-16420

CERTIFIED A TRUE COPY

NOTICE OF CLAIM

TO: Oregon Department of Transportation, State Highway Division, Waconda West Construction, and United Fidelity and Guaranty Company.

NOTICE is hereby given that the undersigned B & E Painting, Inc. has a claim for materials and labor supplied by B & E Painting, Inc., including the following:

1.	Percentage share of extra compensation allowed to General Contractor, including out of pocket expenses and loss of anticipated profits.	$30,000.00
TOTAL		$30,000.00

The foregoing claims include the cost of transportation of the equipment or materials purchased to Astoria, Oregon. Said material and labor were furnished for use under Oregon

Mills & McMillin
Attorneys At Law
410 Capitol Towers
Salem, Oregon 97301
Telephone (503) 588-0556

State Highway Division Contract No. 8470 between the State of Oregon (by and through the State Highway Division of the State Department of Transportation) and Waconda West Construction as the general contractor. Waconda West Construction posted a bond in connection with this contract upon which Waconda West Construction is principal and United States Fidelity and Guaranty Company is surety. The work covered by the foregoing contract involves painting of all or portions of the Astoria Bridge across the Columbia River and construction or repair of various safety systems on the bridge. Said claim against said bond is in the sum of $30,000.00.

Dated this 25 day of June, 1980.

B & E PAINTING, INC.

BY Edward Columbus President
Edward Columbus, President

Mills & McMillin
Attorneys At Law
410 Capitol Towers
Salem, Oregon 97301
Telephone (503) 588-0556

RECEIVED
JUL - 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8470

L

June 24, 1980

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#8470

Gentlemen:

Contract No. 8470 awarded to Wacenda West Construction for painting and a safety system on the Columbia River (Astoria) Bridge on the Oregon Coast Highway in Clatsop County was completed on April 22, 1980, and accepted by the State Highway Division on June 17, 1980.

Final payment in the amount of $153,358.05 was released to the contractor's attorney on June 18, 1980, by our Highway Division's Chief Counsel. The total contract amount is $435,130.05 and no work was performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Wacenda West Construction
3680 Brooklake Rd. N. E.
Salem, OR 97305

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8470

files

MILLS & McMILLIN
Attorneys At Law
410 Capitol Towers
Salem, Oregon 97301

Telephone (503) 588-0556

D. MICHAEL MILLS
R. CRAIG McMILLIN

May 28, 1980

#8470

Bob Gormsen
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: State of Oregon et al v. Gene Scott et al
Multnomah Circuit Court No. A7711-16420

Dear Mr. Gormsen:

I have issued a subpoena to you. Trial is scheduled to begin the morning of June 2, 1980.

It may not be necessary for you to appear at that time.

If you will call my office and speak to my secretary, Deb Gatlin, and she will be able to let you know an approximate time and date when you may be needed.

If you will leave your phone number and schedule, where I can reach you during now and the trial, I will call and discuss your testimony with you.

Thank you.

Sincerely,

D. MICHAEL MILLS

DMM:la

* 5/30/80
Check # 5812 for
$12.20 payable TO B.G.
was returned to Mills
& McMillin with no letter
for Gormsen. Sollis
said it was not necessary
for Gormsen to appear.
We did certify contract &
proposal & gave to Sollis.
Fran

IN THE CIRCUIT COURT OF THE
STATE OF OREGON
FOR MULTNOMAH COUNTY

~~CERTIFIED A TRUE COPY~~

STATE OF OREGON, acting through its Department of Transportation and the Highway Division thereof, on the relation of LaGrande Industrial Supply Co., an Oregon corporation,

Plaintiff

SUBPOENA DUCES TECUM*

CASE NO. A7711-16420

GENE SCOTT, dba WACONDA WEST CONSTRUCTION, UNITED STATES FIDELITY and GUARANTY COMPANY, a Maryland Corporation; EDWARD COLUMBUS and BERNICE COLUMBUS, dba COLUMBUS PAINTING COMPANY, and B & E PAINTING, INC., an Oregon Corporation,

Defendant

TO Bob Gormsen, Department of Transportation, Highway Building, Salem, Oregon 97310

IN THE NAME OF THE STATE OF OREGON AND BY ORDER OF THE COURT:

You are hereby commanded to appear in the Circuit Court of the State of Oregon for Multnomah County at Room No. ______ Multnomah County Courthouse, Portland, Oregon, on the 2nd day of June A.D. 19 80 at 9:00 o'clock A M., to give evidence in the above entitled matter on behalf of defendants.

Name, Address and Telephone of Attorney issuing Subpoena
May

D. MICHAEL MILLS, Attorney at Law
410 Capitol Tower
Salem, OR 97301
588-0556

Witness, this 28th day of May, 19 80.

Circuit Court Administrator

By /s/ Cindy Bidnick
Deputy

*and bring with you all the general file pertaining to contract #8470, and any other documents and correspondence in your control pertaining to contract #8470

ATTENTION ALL WITNESSES:

Civil Cases: If you were subpoenaed to testify in a Civil case, you must contact the attorney named above who issued the subpoena regarding payment of fees for testifying.

Criminal Cases: If you were subpoenaed by the defense attorney in a Criminal case, you must have the attorney complete the verification portion on the back of this subpoena and present it at the Circuit Court Cashier Counter, Room 210 for payment. See the certification of witness fees portion appearing on the reverse side of this subpoena.

PAYMENT WILL BE MADE
ONLY UPON PRESENTATION
OF ATTORNEY VERIFIED COPY
OF THIS SUBPOENA

CC 73 SUBPOENA

STATE OF OREGON
MULTNOMAH COUNTY } ss.

I hereby certify that I served the within Subpoena within said State and County, on the ______ day of ______, 19 ___, on the within named ______

______

by delivering a copy thereof to ______

______

Service Fee $ ______ ______

Witness Fee $ ______, paid by

By ______, Deputy

CERTIFICATION OF WITNESS FEES
CRIMINAL CASES

NOTICE: Mileage and per diem of a witness in a criminal action or proceeding shall be claimed from the Court Administrator before the first Monday of the month next succeeding that in which the witness attends, and not otherwise – ORS 44.450. Present this subpoena to the Circuit Court, Room 210, for payment.

ATTORNEY VERIFICATION

Approved as to ______ days appearance and ______ miles traveled:

Dated: ______ ______
Attorney for Defendant

______
Print Name

I do hereby affirm that I attended court as a witness in the above captioned case on the following day(s) ______

______, 19 ___, and that I traveled ______ miles.

Dated this ______ day of ______, 19 ___.

X ______ Witness

No. of days ______	@ $5.00 = $	______
No. of miles ______	@ $ .08 = $	______
	Total = $	______

Subscribed and sworn to before me this ______ day of ______, 19 ___.

I have examined the above claim and find it correct.

______
Deputy

ATTORNEY MUST VERIFY ABOVE

8470

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River (Astoria) Bridge

WEEK ENDING: May 3, 1980

SECTION PREFIX: 004-4224

HIGHWAY: Oregon Coast

COUNTY: Clatsop

NAME OF JOB: Columbia River (Astoria) Bridge

KIND OF WORK: Maintenance Painting and Safety

CONTRACTOR: Wacenda West Coostruction Co.

CONTRACT NUMBER: 8470

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 31, 1977

DATE WORK STARTED: March 1, 1977

ESTIMATED COMPLETION DATE: April 22, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 169

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 169

PROJECT AUTHORIZATION: $ 373,390.03

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 343,782.01

ENGINEERING AUTHORIZATION: $ 29,608.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 343,782.01

ENGINEERING COST TO DATE: $ 73,400.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 248 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7949							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27	Partly Cloudy	169		
MONDAY	28	Cloudy	169		
TUESDAY	29	Partly Cloudy	169		
WEDNESDAY	30	Partly Cloudy	169		
THURSDAY	1	Partly Cloudy	169		
FRIDAY	2	Fair & Warm	169		
SATURDAY	3		169		

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
MAY 5 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	27	No activity all this week.
MONDAY	28	
TUESDAY	29	
WEDNESDAY	30	
THURSDAY	1	The final inspection was conducted by Gene Scott, Chet Anderson, Ed Payton, William Bangert, Les Hampton, Carl Williams, John Wood and Marty Laylor.
FRIDAY	2	
SATURDAY	3	

REMARKS

This week the final inspection was conducted minor items need correction and the work platform will have to be removed. This will be the last report.

SIGNED C Anderson
Chet Anderson
LOCATION astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5405 #8470

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 31 1979
NORMA PAULUS
SECRETARY OF STATE

December 28, 1979

IN REPLY REFER TO
FILE NO.: CON 5
#8470

Kelly-Moore Paint Company, Inc.
Northwest Division
P. O. Box 673
Kirkland, WA 98033

Attention: Kenneth J. Skalsky
District Sales Manager

FILED
DEC 31 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated December 21, 1979, advising us that Interstate Painting, subcontractor, owes you $14,109.93 for sandblast abrasive materials.

Your claim states that this is in reference to the Waconda West Construction Contract No. 8470, Columbia River (Astoria) Bridge painting and safety system project in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

C. W. Head
C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 4 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Waconda West Construction
3680 Brooklake Road, NE
Salem, OR 97305

NOTED O
1-9-80 dmc

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

TO: Oregon Transportation Commission
State Highway Division
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, KELLY-MOORE PAINT COMPANY, INC., has a claim for materials supplied for prosecution of Contract No. 8470 with WACONDA WEST CONSTRUCTION (located at 3680 Brooklake Road, N. E., Salem, Oregon 97305) for painting and saftey system work on the Columbia River (Astoria) bridge section, Oregon Coast Highway, Clatsop County, Oregon. The items supplied for which claim is made include sandblast abrasive materials together with miscellaneous sundry items used in sandblasting operations. The account balance due for said items for which claim is made against the bond is $14,109.93. Said materials were furnished to INTERSTATE PAINTING of 405 N. W. 114th Street, Vancouver, Washington 98665, a subcontractor employed to perform portions of the foregoing Contract No. 8470. The public body which let Contract No. 8470 is the Oregon State Transportation Commission, through its State Highway Division. As general contractor on said public contract, F. G. SCOTT, the individual doing business as WACONDA WEST CONSTRUCTION, executed and delivered to the Oregon Transportation Commission the performance bond against which claim is made hereunder with F. G. SCOTT as the principal and with UNITED STATES FIDELITY AND GUARANTY CO. as surety.

DATED: December 21 1979

KELLY-MOORE PAINT COMPANY, INC.

BY: Kenneth J. Skalsky
Kenneth J. Skalsky,
District Sales Manager

KELLY-MOORE PAINT CO., INC
NORTHWEST DIVISION
P.O. BOX 673 - 11200 KIRKLAND WAY
KIRKLAND, WASHINGTON 98033

8470

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

CON 4 2

TO: MEMO

DATE: November 14, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Contract No. 8470
Columbia River (Astoria) Bridge Section

MISC. CONTRACTS and
AGREEMENTS No. 2246

On this date, Chairman Yturri approved an agreement terminating Contract No. 8470, with F. G. Scott dba Waconda West Construction Company, for maintenance painting of the Astoria Bridge.

The agreement provides that the existing painting contract will be terminated upon the completion of work detailed in the agreement. The contractor is required to present any claim within 90 days of the date of termination of the contract.

cc Anthony Yturri
J. L. Sollis
C. T. Keasey
C. W. Head
C. O. Fredrickson
V. E. Skoog

1-11-80
cc of agree to
V. E. Skoog
Fredrickson

81-125-1387

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On November 14, 1979, approved an agreement terminating Contract No. 8470 with F. G. Scott dba Waconda West Construction Company for the maintenance painting of the Astoria Bridge in Clatsop County. The agreement provides that the existing painting contract will be terminated upon the completion of work detailed in the agreement. The contractor is required to present any claim within 90 days of the date of termination of the contract.

2) On November 20, 1979, approved an agreement between the State Police, the Forestry Department and the Highway Division providing for construction of a building to house communications equipment on Round Pass Mountain in Lake County.

APPROVED
STATE HIGHWAY ENGINEER
DATE 11/23/79

Dated this 26 day of November, 1979

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

#8470 5390

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 22 1979
NORMA PAULUS
SECRETARY OF STATE

October 19, 1979

IN REPLY REFER TO
FILE NO.: CON 5
#8470

RECEIVED
OCT 22 1979
NORMA PAULUS
SECRETARY OF STATE

Brown, Hansen & Steenson
Attorneys at Law
705 Standard Plaza
Portland, OR 97204

Attention: Fred B. Miller

Gentlemen:

This will acknowledge receipt of your letter of October 16, 1979, with attached Notice of Claim on behalf of LaGrand Industrial Supply Co. stating that Interstate Painting owes them $2,713.43 for materials.

The Notice states this is in reference to the Waconda West Construction Contract No. 8470, Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of LaGrand Industrial Supply Co.'s claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

NOTED ON CARD
11-1-79 kkr

C. W. Head

C. W. Head
COMMISSION SERVICES

CWH:kkr
cc: United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Waconda West Construction
3680 Brooklake Rd., N.E.
Salem, OR 97305

bc: ✓ Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

BROWN, HANSEN & STEENSON
ATTORNEYS AT LAW
705 STANDARD PLAZA
PORTLAND, OREGON 97204
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
BRIAN A. STEENSON
LAWRENCE C. WEST
FRED B. MILLER
PATRICK O. BOYLSTON

October 16, 1979

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Clerk or Auditor
Oregon Transportation Commission
State Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8470 - Painting and Safety System, Columbia River (Astoria) Bridge Section, Oregon Coast Highway, Clatsop County, Oregon

Dear Sir:

We enclose Notice of Claim of our client, LaGrand Industrial Supply Co., against the bond posted by Waconda West Construction Company, the general contractor under the foregoing contract. The claim is based upon materials, equipment, and transportation services our client furnished to Interstate Painting, a subcontractor at the job site at Astoria, Oregon. The claim is in the amount of $2,713.43.

Please assist our client in obtaining payment of this claim.

Very truly yours,

BROWN, HANSEN & STEENSON

Fred B Miller

Fred B. Miller

FBM/hd
Enclosure
cc:
LaGrand Industrial Supply Co.
2620 S. W. First Avenue
P. O. Box 8053
Portland, Oregon 97207

RECEIVED
OCT 17 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Oregon Transportation Commission
State Highway Division
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, LaGRAND INDUSTRIAL SUPPLY CO., has a claim for materials supplied for prosecution of Contract No. 8470 with WACONDA WEST CONSTRUCTION (located at 3680 Brooklake Road, N. E., Salem, Oregon 97305) for painting and safety system work on the Columbia River (Astoria) bridge section, Oregon Coast Highway, Clatsop County, Oregon. The items supplied for which claim is made include sandblast abrasive materials together with miscellaneous equipment and parts used in sandblasting operations, and transportation of the foregoing to the job site at Astoria, Oregon. The account balance due for said items for which claim is made against the bond is $2,713.43. Said materials, equipment, parts, and transportation services were all furnished to INTERSTATE PAINTING of 405 N. W. 114th Street, Vancouver, Washington 98665, a subcontractor employed to perform portions of the foregoing Contract No. 8470. The public body which let Contract No. 8470 is the Oregon State Transportation Commission, through its State Highway Division. As general contractor on said public contract, F. G. SCOTT, the individual doing business as WACONDA WEST CONSTRUCTION, executed and delivered to the Oregon Transportation Commission the performance bond against which claim is made hereunder with F. G. SCOTT as the principal and with UNITED STATES FIDELITY AND GUARANTY CO. as surety.

RECEIVED
OCT 17 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATED: Oct. 8, 1979.

LaGRAND INDUSTRIAL SUPPLY CO.
By Louis La Grand
Louis LaGrand
President

JAMES A. REDDEN
ATTORNEY GENERAL

8470

2

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Bldg.

RECEIVED
STATE HWY ENGR
OCT 2'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒						✓

October 2, 1979

Richard E. Alexander
Attorney at Law
23rd Floor
900 SW 5th Ave.
Portland, OR 97204

RE: Waconda West Construction Company/Astoria Bridge Painting
Contract No. 8470

Dear Dick:

We have discussed the matter of terminating this contract with the Highway Engineer and he concurs that the contract should be terminated.

The general terms of the termination would be that the contract would be terminated when the contractor has completed the eight spans (12 through 19) and they are accepted by the State. Thus there may be no specific termination date but rather the termination would be conditioned on the completion of those eight spans by the contractor. As I understand it four spans have already been completed and accepted and there are four other spans that need some more spot work on them before they are completed and accepted.

If this agreeable with your client you might draft a proposed termination agreement.

It would appear to me that the termination agreement should indicate that it is mutually agreeable between the two parties to terminate and that the termination of the contract does not give either party grounds for either claiming additional payment or disclaiming additional payment and that the determination of any payment to the contractor over and above what has already been paid would be negotiated between the parties and if it could not be negotiated to the satisfaction of both parties that the matter would be litigated.

I would also suggest that if the termination is acceptable to your client that he immediately start preparing documentation on monies he feels is owed him under the contract so that we can analyze it as quickly as possible.

I believe the termination agreement should also contain a provision that the contractor will provide the documentation within a specified time and also that the Highway Division will reply to the documentation with their views on it within a specified time so that this doesn't drag out for a year or two.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:sjb

cc: Walt Hart
H. S. Coulter
Bryan Jackmond
Jack Davis
Marty Laylor
Ted Litchfield

8470

September 21, 1979

Mr. Fred B. Miller
Brown, Hansen & Steenson
Attorneys at Law
705 Standard Plaza
Portland, OR 97204

Dear Mr. Miller:

Reference is made to your letter of September 17, 1979, concerning the Astoria Bridge painting contract. The information you requested is as follows:

1. Contract No. 8470 - painting and safety system, Columbia River (Astoria) Bridge Section, Oregon Coast Highway, Clatsop County.

2. Waconda West Construction
   3680 Brooklake Road, N.E., Salem, OR 97305

3. Oregon Transportation Commission
   State Highway Division
   121 Transportation Building
   Salem, OR 97310

4. Project not completed.

5. Attached is a copy of the contract and bond covering this project. The United States Fidelity & Guaranty Co. furnished the performance bond.

6. Special provisions are included in the contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr
Attachment

BROWN, HANSEN & STEENSON
ATTORNEYS AT LAW
708 STANDARD PLAZA
PORTLAND, OREGON 97204
AREA CODE 503-228-4331

GARTHE BROWN
LEE A. HANSEN
BRIAN A. STEENSON
LAWRENCE C. WEST
FRED B. MILLER
PATRICK G. BOYLSTON

September 17, 1979

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Astoria Bridge Maintenance

Dear Mr. Head:

We represent LaGrand Industrial Supply Co. which furnished certain materials and equipment to Interstate Painting which we understand to be a subcontractor or perhaps the general contractor respecting performance of a public contract involving the Astoria Bridge across the Columbia. We assume the public contract is being administered out of your office.

We would appreciate receiving the following information and documents at your early opportunity:

1. The name and number of the Public Works contract.
2. The name and address of the public contractor.
3. The name of the public body which let the public contract, and the address to which correspondence with that public body should be directed.
4. Verification whether or not the work has been accepted by the public body and, if so, the date of acceptance.
5. A copy of the performance bond filed by the general contractor.
6. A copy of the specifications describing the work being performed under said public contract.

Thank you for your assistance.

Very truly yours,

BROWN, HANSEN & STEENSON

Fred B. Miller

FBM/hd
cc: Mrs. Marilyn J. DeVries
LaGrand Industrial Supply Co.

NOTED
C. W. HEAD

RECEIVED
SEP 18 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5384 8470

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SEP 24 1979
NORMA PAULUS
SECRETARY OF STATE

September 21, 1979

IN REPLY REFER TO
FILE NO.:

Mr. Steven H. Smith
Casey, Palmer, Feltz & Sherry
Attorneys at Law
2408 First National Bank Tower
Portland, OR 97201

FILED
SEP 24 1979
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Smith:

This will acknowledge receipt of your letter of September 13, 1979, and attached Notice of Claim, on behalf of Andrews & Andrews Equipment Company stating that they have a claim for equipment leased in the amount of $17,725.72 against Waconda West Construction and the United States Fidelity & Guaranty Co.

This appears to be in reference to the Waconda West Construction Contract No. 8470, painting and safety system, Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise the surety and prime contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
SEP 27 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: Waconda West Construction
3680 Brooklake Road N.E.
Salem, OR 97305

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CASEY, PALMER, FELTZ & SHERRY
ATTORNEYS AT LAW
2408 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201

JOHN T. CASEY
WILLIAM A. PALMER
EUGENE E. FELTZ
LEO C. SHERRY, JR.
JAMES T. DUNN
STEVEN H. SMITH

TELEPHONE
248-9535

September 13th 1979

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Vern Skoog
Auditor of Highway Division
Department of Transportation
State of Oregon
Transportation Building, Room 434
Salem, Oregon 97310

In Re: Waconda West Construction - Columbia River Bridge Project

Dear Mr. Skoog:

Enclosed you will find Notice of Andrews & Andrews Equipment Company regarding it's claim for $17,725.72 against Waconda West Construction and Waconda's Surety, United States Fidelity and Guaranty Company. The claim is self-explanatory.

Yours very truly,

CASEY, PALMER, FELTZ & SHERRY

Steven H. Smith
Steven H. Smith

SHS:md

Enclosure

RECEIVED
SEP 1[illegible] 1979
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 17 1979
HIGHWAY ACCOUNTING

Andrews & Andrews Equipment Company
P. O. Box 11267
2525 N.E. Columbia Boulevard
Portland, Oregon 97221

September 12th, 1979

Mr. Vern Skoog
Auditor of Highway Division
Department of Transportation
State of Oregon
Transportation Building, Room 434
Salem, Oregon 97310

TO: Highway Division, Department of Transportation,
State of Oregon

Notice is hereby given that the undersigned, Andrews and Andrews Equipment Company, has a claim for equipment leased to Richard L. Wanke doing business as Interstate Painting and Decorating, for repair of said equipment and for materials and equipment sold to said Richard L. Wanke doing business as Interstate Painting and Decorating Company required to complete the contract for the painting and safety system installation for the Columbia River (Astoria to Megler) Bridge, that were performed and supplied by Andrews and Andrews Equipment Company in the sum of $17,725.72, against the bond taken from Gene Scott, doing business as Waconda West Construction, Principal, and United States Fidelity and Guaranty Company, Surety, for the completion of the painting and the installation of a safety system on the Columbia River, (Astoria to Megler) Bridge.

Andrews & Andrews Equipment Company
P. O. Box 11267
2525 N.E. Columbia Boulevard
Portland, Oregon 97221

By:
President

RECEIVED
SEP 18 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8470

5355

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.

FILED
MAY 18 1979
NORMA PAULUS
SECRETARY OF STATE

May 17, 1979

RECEIVED
MAY 18 1979
NORMA PAULUS
SECRETARY OF STATE

Industrial Cleaning & Painting, Inc.
569 Highway 603
Chehalis, WA 98532

Gentlemen:

This will acknowledge receipt of your claim letter of May 7, 1979, advising us that Waconda West Construction owes you for labor, material and other expenses incurred in the amount of $63,742.59, plus $10,909.09 for work performed, and lost profits of $27,000.

From the description given, this appears to be in connection with the Waconda West Construction Contract No. 8470, Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

NOTED ON
5-22-79

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED
C. W. HEAD

CWH:kkr

cc: United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

A. G. Sadowski
Surety Bonds & Ins.
530 Center N.E.
Salem, OR 97301

Waconda West Construction
3680 Brooklake Rd. N.E.
Salem, OR 97305

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 21 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 7, 1979

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Attn: C. W. Head

RE: Contractor: F.G. Scott dba Waconda West Construction
Contract No. 8470
Bond No.: United States Fidelity and Guaranty Company
#63-0120-2024-77

Gentlemen:

Notice hereby is given that the undersigned, Industrial Cleaning & Painting, Inc., has a claim for labor performed, material furnished and other expenses incurred in the sum of $63,742.59, plus $10,909.09 for work performed and lost profits of $27,000, against the bond taken from United States Fidelity and Guaranty Company for the work of F.G. Scott, dba Waconda West Construction, for the painting and safety system repair of the Columbia River (Astoria) Bridge.

Very truly yours,

INDUSTRIAL CLEANING & PAINTING, INC.

By ______________________

cc: United States Fidelity and Guaranty Company

RECEIVED
MAY 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8470

8

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 6, 1979

Salem, Oregon

FILE:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR - 7'79
REFER TO
FOR
Info | Initial | P/D | O/K | Sign | Act | File

8470

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 2, 1979

Fred Meyer Savings & Loan
P.O. Box 7351
Salem, OR 97303

Re: Waconda West Construction
Oregon State Highway Division Contract 8470

We have received a copy of a deposit slip placing $16,500.00 in account 27-140291-3. This deposit is in lieu of retainage on Contract 8470 and cannot be released without written notice from this office.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Waconda West Construction

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8470

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 4, 1978

FILE:

NOTED
H. S. COULTER

FROM: J H Wood
John H. Wood
Structure Maintenance Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Columbia River Bridge at Astoria, Maintenance Painting Contract #8470

The sequence of events since your letter of September 21, 1978, to H. S. Coulter involved the Maintenance office as follows:

September 22, 1978 - Your letter referred to Maintenance office for review and reply.

September 25, 1978 - Discussed status of paint contract with Ted Litchfield and Jack Sollis. Items discussed were exit of sub-contractor, inability of contractor to buy paint, Sollis' contact with contractor's attorney, and necessity for completing the painting next spring.

September 26, 1978 - Jack Sollis contacted contractor's attorney. It was contractor's intent to be back on the job within a week, with a new subcontractor if necessary. Sollis wanted to be informed if this did or did not take place.

October 3, 1978 - Contacted Chet Anderson and was informed contractor did have a new sub-contractor. Contacted Jack Sollis and conveyed this message to him. He advised getting together with contractor and attorney at end of this painting season.

The Maintenance office agrees with your assessment that the painting must be completed next season.

The next step should be a meeting with the contractor, with attorneys present, after the current painting season to discuss the progress of the new sub-contractor and make known our expectations for next spring.

It should be made clear to everyone through whatever legal language is appropriate, that the painting will be finished during the next paint season, by state forces if necessary.

JHW:rb

cc: H. S. Coulter
Jack Sollis
Chet Anderson

RECEIVED
STATE HWY ENGR
OCT 04 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8470

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 21, 1978
Salem, Oregon

FILE:

NOTED
H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Columbia River Bridge
at Astoria
Maintenance Painting
Contract No. 8470

On September 14, 1978, Messrs. Ed Payton, Bill Bangert, Harold Seaton, and Glen Wood inspected the condition of the exposed steel beams on the above project. This structural steel has been left in an unpainted condition for over one year and because of the problems with this contract, will be left in this exposed condition during the current winter. At the present time, it does not appear that there is any structural damage to this material but rusting is progressing at a rate which indicates that some pitting could occur if the steel is left unprotected during the next paint season.

Please determine what possible action could and should be taken to assure that a satisfactory painting contract is completed during the next construction season. This office has been discussing this problem with Jack Sollis and a copy of Mr. Payton's report and this letter is being forwarded to him.

COF/gl
cc: Jack Sollis w/attachment

RECEIVED
STATE HWY ENGR
SEP 21 '78
REFER TO
Maintenance attn: Wood. —
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

orig. to

81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
September 20, 1978
Salem, Oregon

FROM: C. E. Payton
REGION BRIDGE MAINTENANCE ENGINEER

TO: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Columbian River
Astoria Bridge
Maintenance Painting
Clatsop County
Contract 8470

On September 14, 1978, Bill Bangert, Harold Seaton, Glen Wood, and I observed the condition of the exposed steel beams on the above title project. The purpose of this inspection was to determine whether it would be advisable to leave the structural steel unprotected until the next painting season, which would mean that some of the steel would be unprotected until this time next year, or if it is necessary to apply a protective coating to the steel yet this year. If the steel is left unprotected until next paint season there will be some steel unprotected for excess of two years.

Although the exposed steel displays a uniform rusting pattern that is typical for the environment, there very possibly exists early stages of pit corrosion that should result in definate response to corrective measures to begin not later than May, 1979.

While it is recognized that leaving steel unprotected is never a good practice, the amount of steel that is exposed and the lateness in the paint season forces us to consider waiting until May 1979 to resume the cleaning and painting of the unprotected steel.

We recommend that someone definitely should be painting this steel in May, 1979 even if it is a State Crew.

CEP/rgl
cc Anderson

REGION ENGINEER
RECEIVED
SEP 21
ULE GEO RSO ENV RFE

8470 2

May 17, 1978

Casey, Palmer, Felts & Sherry
Attorneys at Law
2408 First National Bank Tower
Portland, OR 97201

Attention: Steven H. Smith

Gentlemen:

As requested in your recent letter, we are enclosing a copy of the contract and bond for Waconda West Construction Contract No. 8470, painting and safety system on the Columbia River (Astoria) Bridge in Clatsop County.

I have contacted our Construction Division Office and they have informed me that they have no record of B & E Painting Company as a subcontractor to Waconda West Construction on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Enc.

bc	Warren Richards
	Jack Sollie

CASEY, PALMER, FELTZ & SHERRY
ATTORNEYS AT LAW
2408 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201

JOHN T. CASEY
WILLIAM A. PALMER
EUGENE E. FELTZ
LEO C. SHERRY, JR.
JAMES T. DUNN
STEVEN H. SMITH

TELEPHONE
248-9535

May 8, 1978

Mr. C. W. Head
Commission Services
Dept. of Transportation
Transportation Bldg.
Salem, OR 97310

copy of contract

In re: Waconda West Construction
Contract No. 8470
Columbia River (Astoria) Bridge, Clatsop County

Dear Mr. Head:

Would you be kind enough to forward to me a copy of the surety bond provided by United States Fidelity and Guaranty Company to Waconda West Construction Company in the above captioned contract. In addition, would you please provide me with a copy of the original contract between the state and Waconda West.

It is my understanding that B & E Painting Company is a subcontractor to Waconda West on this particular project. If you have a copy of the contract between Waconda West and B & E Painting, would you also send a copy of this to me.

NO SUBS

Yours very truly,

CASEY, PALMER, FELTZ & SHERRY

Steven H. Smith

Steven H. Smith

SHS/slm

RECEIVED
MAY 10 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8470 5249 2

FILED
MAR 2 1978
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
MAR 2 1978
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1978

RECEIVED
MAR 6 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. D. Michael Mills
Mills & McMillin
Attorneys at Law
410 Capitol Tower Bldg.
Salem, OR 97301

Dear Mr. Mills:

This will acknowledge receipt of your letter of February 15, 1978, with attached Notice of Claim of B & E Painting, Inc. stating that Waconda West Construction owes them for materials and labor in the amount of $91,550.00.

From the description given in the Notice, this appears to be in reference to the Waconda West Construction Contract No. 8470, Astoria Bridge painting and safety system in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise them of the receipt of your client's claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON
3-6-78

CWH:kkr

cc: U. S. Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Waconda West Construction
3680 Brooklake Road N.E.
Salem, OR 97305

bc: C. T. Keasey
✓Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

NOTE NEW ADDRESS

MILLS & McMILLIN
ATTORNEYS AT LAW
410 CAP. TOWER BLDG.
SALEM, OREGON 97301

Telephone (503) 588-0556

February 15, 1978

Fred B. Klaboe, Administrator
Highway Division
Department of Transportation
State of Oregon
140 Highway Building
Salem, Oregon 97310

RE: NOTICE OF CLAIM - B & E Painting, Inc.
Astoria Bridge Project

Dear Mr. Klaboe:

Please find enclosed our Notice of Claim in the above matter.

Thank you.

Sincerely,

D. MICHAEL MILLS

DMM:tw
Encl.

CERTIFIED MAIL NO. 067720
RETURN RECEIPT REQUESTED

orig to Bassie
cys Dept. of Justice
Coulter
Hunter
2-16-78

RECEIVED
FEB 21 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT OPERATIONS
FEB 16 78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: Oregon Department of Transportation, State Highway Division, Waconda West Construction, and United States Fidelity and Guaranty Company

NOTICE is hereby given that the undersigned B & E Painting, Inc. has a claim for materials and labor supplied by B & E Painting, Inc., including the following:

1.	Due on contract - balance from previous billings	$22,000.00
2.	Lost time costs - extreme weather conditions - extra to contract	$49,000.00
3.	Excessive mill scale - additional removal costs - extra to contract	$20,550.00
	Total	$91,550.00

The foregoing claims include the cost of transportation of the equipment or materials purchased to Astoria, Oregon. Said material and labor were furnished for use under Oregon State Highway Division Contract No. 8470 between the State of Oregon (by and through the State Highway Division of the State Department of Transportation) and Waconda West Construction as the general contractor. Waconda West Construction posted a bond in connection with this contract upon which Waconda West Construction is principal and United States Fidelity and Guaranty Company is surety. The work covered by the foregoing contract involves painting of all or portions of the Astoria Bridge across the Columbia River and construction or repair of various safety systems on the bridge. Said claim against said bond is in the sum of $91,550.00.

B & E PAINTING, INC.

BY Edward Columbus
EDWARD COLUMBUS, President

RECEIVED
FEB 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON:
COUNTY OF MARION:

On this date appeared before me Edward Columbus, President of B & E Painting, Inc., who stated that his signature on the foregoing Claim is verification that it is true as he verily believes.

2-10-78
Notary Public for Oregon
My Commission Expires: 6-29-79

RECEIVED
FEB 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8470

18

NOTE NEW ADDRESS
MILLS & McMILLIN
ATTORNEYS AT LAW
410 CAP. TOWER BLDG.
SALEM, OREGON 97301

Telephone (503) 588-0556

February 15, 1978

Robert Burco
Director
Department of Transportation
State of Oregon
135 Highway Building
Salem, Oregon 97310

RE: NOTICE OF CLAIM - B & E Painting, Inc.
Astoria Bridge Project

Dear Mr. Burco:

Please find enclosed our Notice of Claim in the above matter.

Thank you.

Sincerely,

D. MICHAEL MILLS

DMM:tw
Encl.

CERTIFIED MAIL NO. 067719
RETURN RECEIPT REQUESTED

[illegible]
DOT [illegible]

FEB 17 '78

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
FEB 16 1978
OFFICE
DIRECTOR of TRANSPORTATION

NOTICE OF CLAIM

TO: Oregon Department of Transportation, State Highway Division, Waconda West Construction, and United States Fidelity and Guaranty Company

NOTICE is hereby given that the undersigned B & E Painting, Inc. has a claim for materials and labor supplied by B & E Painting, Inc., including the following:

1.	Due on contract - balance from previous billings	$22,000.00
2.	Lost time costs - extreme weather conditions - extra to contract	$49,000.00
3.	Excessive mill scale - additional removal costs - extra to contract	$20,550.00
Total		$91,550.00

The foregoing claims include the cost of transportation of the equipment or materials purchased to Astoria, Oregon. Said material and labor were furnished for use under Oregon State Highway Division Contract No. 8470 between the State of Oregon (by and through the State Highway Division of the State Department of Transportation) and Waconda West Construction as the general contractor. Waconda West Construction posted a bond in connection with this contract upon which Waconda West Construction is principal and United States Fidelity and Guaranty Company is surety. The work covered by the foregoing contract involves painting of all or portions of the Astoria Bridge across the Columbia River and construction or repair of various safety systems on the bridge. Said claim against said bond is in the sum of $91,550.00.

B & E PAINTING, INC.

BY Edward Columbus
EDWARD COLUMBUS, President

STATE OF OREGON:
COUNTY OF MARION:

On this date appeared before me Edward Columbus, President of B & E Painting, Inc., who stated that his signature on the foregoing Claim is verification that it is true as he verily believes.

2-10-78
Notary Public for Oregon
My Commission Expires: 6-29-79

8470

2

bc - ✓Secretary of State - Please
acknowledge receipt of the
attached claim on the
enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 13 1978
NORMA PAULUS
SECRETARY OF STATE

5243

February 10, 1978

RECEIVED
FEB 13 1978
NORMA PAULUS
SECRETARY OF STATE

Casey, Palmer, Feltz & Sherry
Attorneys at Law
2408 First National Bank Tower
Portland, OR 97201

Attention: Steven H. Smith

Gentlemen:

This will acknowledge receipt of your letter of February 8 with attached Notice of Claim on behalf of Andrews & Andrews Equipment Co. advising us that B & E Painting, Inc., owes them $6,541.36 for equipment and materials.

From the description given, this appears to be in connection with Waconda West Construction Contract No. 8470 for painting and safety system on the Columbia River (Astoria) Bridge in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
2-14-78

CWH:dda

cc
U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Waconda West Construction
3680 Brooklake Rd. N.E.
Salem, OR 97305

RECEIVED
FEB 14 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

CASEY, PALMER, FELTZ & SHERRY
ATTORNEYS AT LAW
2408 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201

JOHN T. CASEY
WILLIAM A. PALMER
EUGENE E. FELTZ
LEO C. SHERRY, JR.
JAMES T. DUNN
STEVEN H. SMITH

TELEPHONE
248-9535

February 8, 1978

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. C. W. Head
Manager, Commission Services
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

In re: Highway Division Contract No. 8470
Columbia River Astoria Bridge Maintenance Painting Project

Dear Mr. Head:

Enclosed is a notice of claim against bond by our client, Andrews & Andrews Equipment Co., for equipment and materials rented in the above captioned project. The notice is otherwise self-explanatory.

Yours very truly,

CASEY, PALMER, FELTZ & SHERRY

Steven H. Smith

Steven H. Smith

SHS/slm
Enclosure

RECEIVED
[illegible] 9 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 6 , 1978

State of Oregon
Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Attn: C. W. Head
Manager, Commission Services

TO: Department of Transportation

NOTICE IS HEREBY GIVEN that the undersigned, Andrews & Andrews Equipment Co., has a claim for equipment and materials rented to B & E Painting, Inc. required to complete the Columbia River Astoria Bridge Maintenance Painting Project, performed and supplied by Andrews & Andrews Equipment Co. in the sum of $6,541.86 against the bond taken from Waconda West, Inc., Principal, and United States Fidelity and Guaranty Co., Surety, for the Columbia River Astoria Bridge Maintenance Painting Project.

ANDREWS & ANDREWS EQUIPMENT CO.

By J. S. Andrews Pres.
President

RECEIVED
FEB 9 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8470

12-22-77

RECEIVED
DOT OPERATIONS
DEC 23 77
REFER TO
Baxter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, Acting through Its Department of Transportation and the Highway Division thereof, on the Relatin of LaGrande Industrial Supply Co., an Oregon Corporation,
Plaintiff

vs.

GENE SCOTT, dba WACONDA WEST CONSTRUCTION; UNITED STATES FIDELITY and GUARANTY COMPANY, a Maryland Corporation; EDWARD COLUMBUS and BERNICE COLUMBUS, dba COLUMBUS PAINTING COMPANY; and B & E PAINTING CO., INC., an Oregon Corporation,
Defendants

NO. A7711-16420

MOTION FOR CHANGE OF VENUE

Mills & McMillin
Attorneys At Law
Ninth Floor, Capitol Tower
Salem, Oregon 97301
Telephone (503) 588-0556

COME NOW THE DEFENDANTS EDWARD COLUMBUS and BERNICE COLUMBUS, dba COLUMBUS PAINTING COMPANY, and B & E PAINTING CO., INC., by and through their attorney D. Michael Mills Of Mills and McMillin, and move for a change of venue from Multnomah County to Marion County.

This motion is based on the Affidavit of counsel in support thereof.

MILLS & McMILLIN

BY /s/ D. Michael Mills
D. MICHAEL MILLS Of
Attorneys for Defendants Columbus

DEFENDANTS REQUEST ORAL ARGUMENT

NOTED
F. B. KLABOE

CERTIFIED A TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, Acting through Its Department of Transportation and the Highway Division thereof, on the Relatin of LaGrande Industrial Supply Co., an Oregon Corporation,

Plaintiff

vs.

GENE SCOTT, dba WACONDA WEST CONSTRUCTION; UNITED STATES FIDELITY and GUARANTY COMPANY, a Maryland Corporation; EDWARD COLUMBUS and BERNICE COLUMBUS, dba COLUMBUS PAINTING COMPANY; and B & E PAINTING CO., INC., an Oregon Corporation,

Defendants

NO. A7711-16420

COUNSEL'S AFFIDAVIT
IN SUPPORT OF MOTION
FOR CHANGE OF VENUE

Mills & McMillin
Attorneys At Law
Ninth Floor, Capitol Tower
Salem, Oregon 97301
Telephone (503) 588-0556

STATE OF OREGON:
COUNTY OF MARION:

I, D. MICHAEL MILLS, having first been duly sworn on oath, depose and say:

That I am the attorney for Edward and Bernice Columbus, dba Columbus Painting Company, and B & E Painting Co., Inc.;

That Plaintiff, the State of Oregon, Department of Transportion and Highway Division, is in Marion County;

That Defendants Edward and Bernice Columbus, dba Columbus Painting Company, and B & E Painting Co., Inc., an Oregon corporation, and Defendant Gene Scott, dba Waconda West Construction, are residents of Marion County, and that the principal place of business and all records of Columbus Painting Company and B & E Painting Co., Inc. are in Marion County;

CERTIFIED A TRUE COPY

That the only Defendant that is not a resident of Marion is United States Fidelity and Guaranty Company which is a Mar corporation doing business in the State of Oregon;

That it would be in the best interests of the parties to venue changed to Marion County;

That I make this affidavit in support of my motion for a of venue in this case.

/s/ D. Michael Mills
D. MICHAEL MILLS Of
Attorneys for Defendants C

Subscribed and sworn to before me this 22nd day of Decem 1977.

/s/ Tiffany A. West
Notary Public for Oregon
My Commission Expires: 6-1

Mills & McMillin
Attorneys At Law
Ninth Floor, Capitol Tower
Salem, Oregon 97301
Telephone (503) 588-0556

That the only Defendant that is not a resident of Marion County is United States Fidelity and Guaranty Company which is a Maryland corporation doing business in the State of Oregon;

That it would be in the best interests of the parties to have venue changed to Marion County;

That I make this affidavit in support of my motion for a change of venue in this case.

/s/ D. Michael Mills
D. MICHAEL MILLS Of
Attorneys for Defendants Columbus

Subscribed and sworn to before me this 22nd day of December, 1977.

/s/ Tiffany A. West
Notary Public for Oregon
My Commission Expires: 6-11-78

8470

December 5, 1977

Mills & McMillin
Attorneys at Law
Ninth Floor Capitol Tower
Salem, OR 97301

Attention: D. Michael Mills

Gentlemen:

As requested in your letter of November 30, we are attaching a copy of the Performance Bond which is a part of Contract No. 8470 with Waconda West Construction for work on the Astoria Bridge.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:dda
Att.

MILLS & McMILLIN
Attorneys At Law
Ninth Floor Capitol Tower
Salem, Oregon 97301

Telephone (503) 588-0556

Fran
pls - do -
cc
Denice -
Perf. bond
only -
Fv

November 30, 1977

Mr. Cecil Head
Room 122, Transportation Bldg.
State of Oregon
Salem, Oregon 97310

RE: STATE HIGHWAY DEPARTMENT CONTRACT NUMBER 8470
Bond Number 63-0120-2024-77

Dear Mr. Head:

Thank you for your information. I represent B&E Painting of Salem and we are considering filing a claim under the above bond for the Astoria Bridge Project.

I would appreciate a true copy of the bond if possible.

Thank you for your assistance.

Sincerely,

D. MICHAEL MILLS

DMM:tw

RECEIVED
DEC 1 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8470

9

FILED
NOV 28 1977
NORMA PAULUS
SECRETARY OF STATE

5228

RECEIVED
NOV 28 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1977

Brown, Hansen & Steenson
Attorneys at Law
705 Standard Plaza
Portland, OR 97204

Gentlemen:

We have received your Amended Notice of Claim of La Grand Industrial Supply Co. indicating that Columbus Painting Company (subcontractor) owes them $2,482.10 and B & E Painting, Inc. (subcontractor) owes $19,081.90.

This appears to be in connection with the Waconda West Construction Contract No. 8470, Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise them of the receipt of your amended claim and will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
NOV 25 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

A. G. Sadowski
Surety Bonds & Insurance
530 Center N.E.
Salem, OR 97301

Waconda West Construction
3680 Brooklake Rd., N.E.
Salem, OR 97305

NOTED ON
11-25-77

NOTED
C. W. HEAD

bc: ✓Hon. Norma Paulus - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

8470 11-15-77 9

7712158

AMENDED

NOTICE OF CLAIM

TO: Oregon Department of Transportation, State Highway Division, and Waconda West Construction

Notice is hereby given that the undersigned LaGrand Industrial Supply Co. has a claim for materials and labor (transportation of the materials to job site) supplied by LaGrand Industrial Supply Co., including the following:

Sandblast machine and related equipment supplied Columbus Painting Company including transportation to job site		2,482.10
Numerous orders of sandblast abrasive materials supplied B & E Painting, Inc. FOB Astoria, Oregon, plus miscellaneous sandblasting equipment	30,032.47	
Less payment received	(10,950.57)	
Balance owed		19,081.90
Total		21,564.00

The foregoing claims include the cost of transportation of the equipment or materials purchased to Astoria, Oregon. Said items were furnished for use under Oregon State Highway Division Contract No. 8470 between the State of Oregon (by and through the State Highway Division of the State Department of Transportation) and Waconda West Construction as the general contractor. Waconda West Construction posted a bond in connection with this contract upon which Waconda West Construction is principal and United States Fidelity and Guaranty Company is surety. The subcontractors to which the above items were supplied by LaGrand Industrial Supply Co. as shown above are B & E Painting, Inc., an Oregon corporation and Columbus Painting Company, an assumed business name for Edward and Bernice Columbus. The work covered by the foregoing contract involves painting of all or portions of the Astoria Bridge across the Columbia River and construction or repair of various safety systems on the bridge. Said claim against said bond is in the sum of $21,564.00.

LA GRAND INDUSTRIAL SUPPLY CO.

By Louis La Grand
Louis LaGrand

RECEIVED
[illegible] 1977
CONTRACTS
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

STATE OF OREGON)
) ss. November 15, 1977
County of Multnomah)

On this date appeared before me Louis LaGrand, sales manager of LaGrand Industrial Supply Co., who stated that his signature on the foregoing Claim is verification that it is true as he verily believes.

Jess B. Myers
Notary Public for Oregon
My Commission Expires

My Commission Expires November 25, 1977

RECEIVED
NOV 2[illegible] 1977
COMM[illegible] [illegible]NCES
DEPARTMENT OF TRANSPORTATION

8470

5228

FILED
NOV 2 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
NOV 2 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 1, 1977

Brown, Hansen & Steenson
Attorneys at Law
705 Standard Plaza
Portland, OR 97204

Gentlemen:

This will acknowledge receipt of the La Grand Industrial Supply Co. Notice of Claim stating that Columbus Painting Company owes them $2,482.10 for sandblast machine and related equipment, and that B&E Painting, Inc. owes them for materials and equipment in the amount of $30,032.47.

This appears to be in reference to the Waconda West Construction Contract No. 8470, for the Columbia River (Astoria) Bridge on the Oregon Coast Highway in Clatsop County.

The United States Fidelity & Guaranty Co. through A. G. Sadowski furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
D. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
11-7-77

CWH:dda

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Waconda West Construction
3680 Brooklake Rd. N.E.
Salem, OR 97305

A. G. Sadowski
Surety Bonds & Insurance
530 Center N.E.
Salem, OR 97301

NOTED
C. W. HEAD

RECEIVED
1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State: ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

#8470

10-19-77

8

NOTICE OF CLAIM

TO: Oregon Department of Transportation,
Oregon State Highway Division and Waconda West Construction

Notice is hereby given that the undersigned LaGrand Industrial Supply Co. has a claim for materials and labor (transportation of the materials to job site) supplied by LaGrand Industrial Supply Co., including the following:

Sandblast machine and related equipment supplied Columbus Painting Company including transportation to job site	2,482.10
Numerous orders of sandblast abrasive materials supplied B&E Painting, Inc. FOB Astoria, Oregon, plus miscellaneous sandblasting equipment	30,032.47
Total	$32,514.57

The foregoing claims include the cost of transportation of the equipment or materials purchased to Astoria, Oregon. Said items were furnished for use under Oregon State Highway Division Contract No. ~~8740~~ 8470 between the State of Oregon (by and through the State Highway Division of the State Department of Transportation) and Waconda West Construction as the general contractor. Waconda West Construction posted a bond in connection with this contract upon which Waconda West Construction is principal and United States Fidelity and Guaranty Company is surety. The subcontractors to which the above items were supplied by LaGrand Industrial Supply Co. as shown above are B&E Painting, Inc., an Oregon corporation, and Columbus Painting Company, an assumed business name for Edward and Bernice Columbus. The work covered by the foregoing contract involves painting of all or portions of the Astoria Bridge across the Columbia River and construction or repair of various safety systems on the bridge. Said claim against said bond is in the sum of $32,514.57.

LA GRAND INDUSTRIAL SUPPLY CO.

By Louis Le Grand

11-15-77
Rec'd. 2 pm
for State Hwy Engr
Isabel Albright

Filed with Sec. of State
11/2/77 - File #5228
C.H.

NOTED
C. W. HEAD

STATE OF OREGON)
) ss.
County of Multnomah) October 19, 1977

On this date appeared before me Louis LaGrand, sales manager of LaGrand Industrial Supply Co., who stated that his signature on the foregoing Claim is verification that it is true as he verily believes.

Jess B. Myers
Notary Public for Oregon
My Commission Expires
My Commission Expires November 25, 1977

8470

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

3271
Serial 260
28 APR 1976

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of 20 April 1976 concerning maintenance painting on the Columbia River U.S. Highway 101 bridge has been received.

Your request to install staging in spans 12 through 19 which will decrease the vertical clearance of these fixed spans a maximum of five feet to accomplish the work is approved. Although these are not the primary navigation openings of the bridge, red fluorescent flagging for daytime identification of the work is required. Nighttime lighting is not required for the staging because the work is outside the lighted navigation spans. Please advise two weeks in advance of commencement of work so an item can be published in the Notice to Mariners and then once each month on the progress of the work.

Information concerning the Federal Water Pollution Control Act and the Refuse Act requirements was previously furnished for your guidance on your request for falsework for the Coquille River (Bullards) bridge.

Your early request for falsework approval is appreciated.

Sincerely,

G. SCHMIDT
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
STATE HWY ENGR
APR 29 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
H.S. COULTER

NOTED
E. S. HUNTER

CC Hart
Mochring
Fredrickson
Evanton
Imlosa

RECEIVED
MAY 1 1976
Office of
Assistant State Highway Engineer

April 20, 1976

Commander
Aids to Navigation Branch
13th Coast Guard District
U.S. Coast Guard
915 Second Avenue
Seattle, Washington 98174

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
W. J. Hart
C. O. Fredrickson "
Eldon Everton
G. Inloes (enc.)

Dear Sir:

Maintenance Painting
Columbia River Bridge
U.S. Highway 101 between Astoria, Oregon
and Point Ellice, Washington

A Bridge Permit, dated September 29, 1958, approved construction of the subject bridge. It is approximately four miles long and consists of both concrete and steel spans. The steel spans require periodic routine maintenance painting.

On May 27, 1976, we will receive bids for painting of the steel girders which support the deck in Spans 12 through 19. These spans are located along the north edge of the Desdemona Sands (see attached Drawing No. 17658).

It is anticipated that the work will be completed by November 30, 1976.

In order to accomplish the work, it will be necessary to use staging which will hang a maximum of five feet below the bottom of the girders. Since these spans are outside the navigation channel, it is assumed that no daytime marking or nighttime lighting of the staging will be required.

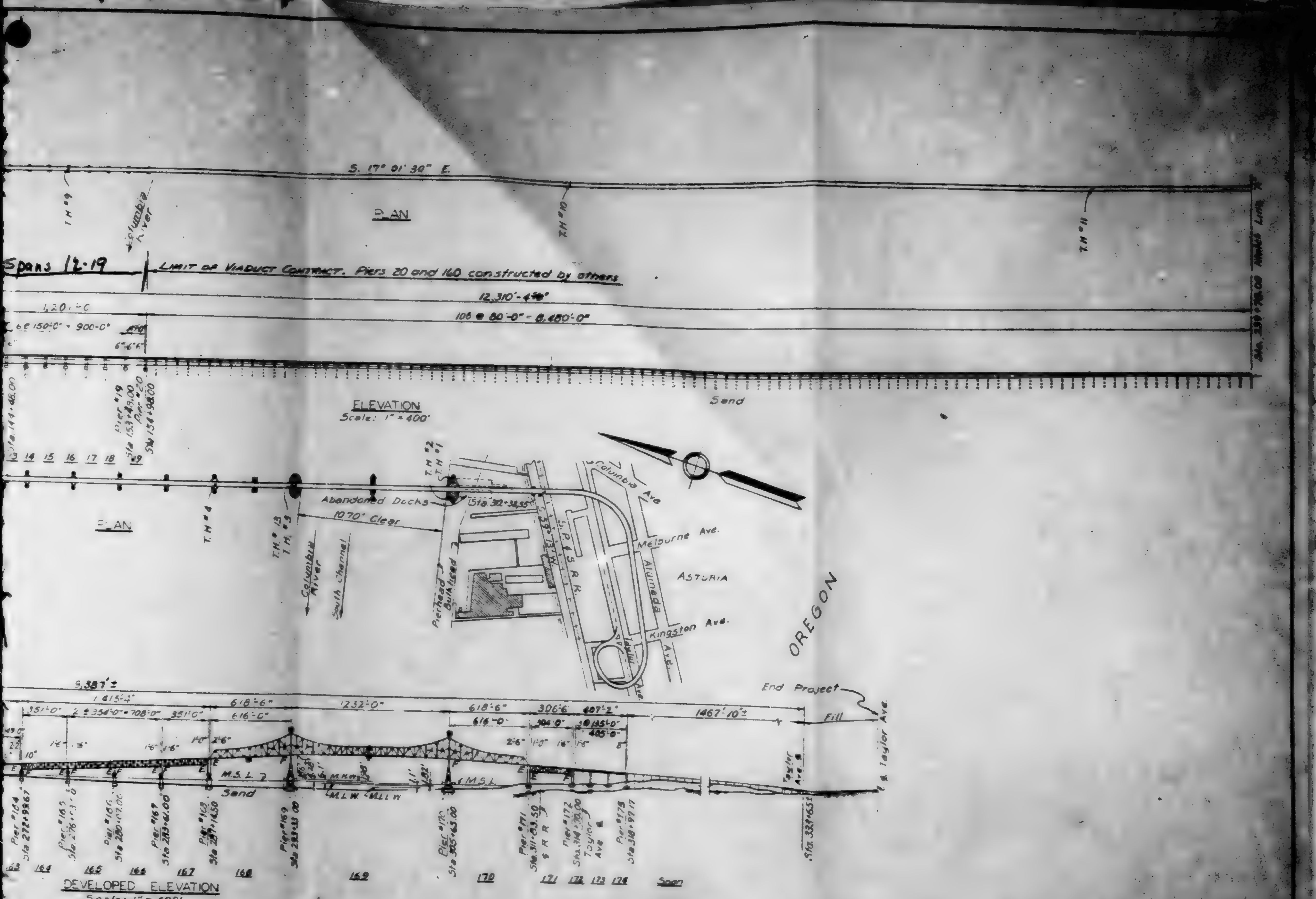
It is our understanding this routine maintenance work can be done under the existing permit and application for an additional permit will not be necessary.

Very truly yours,

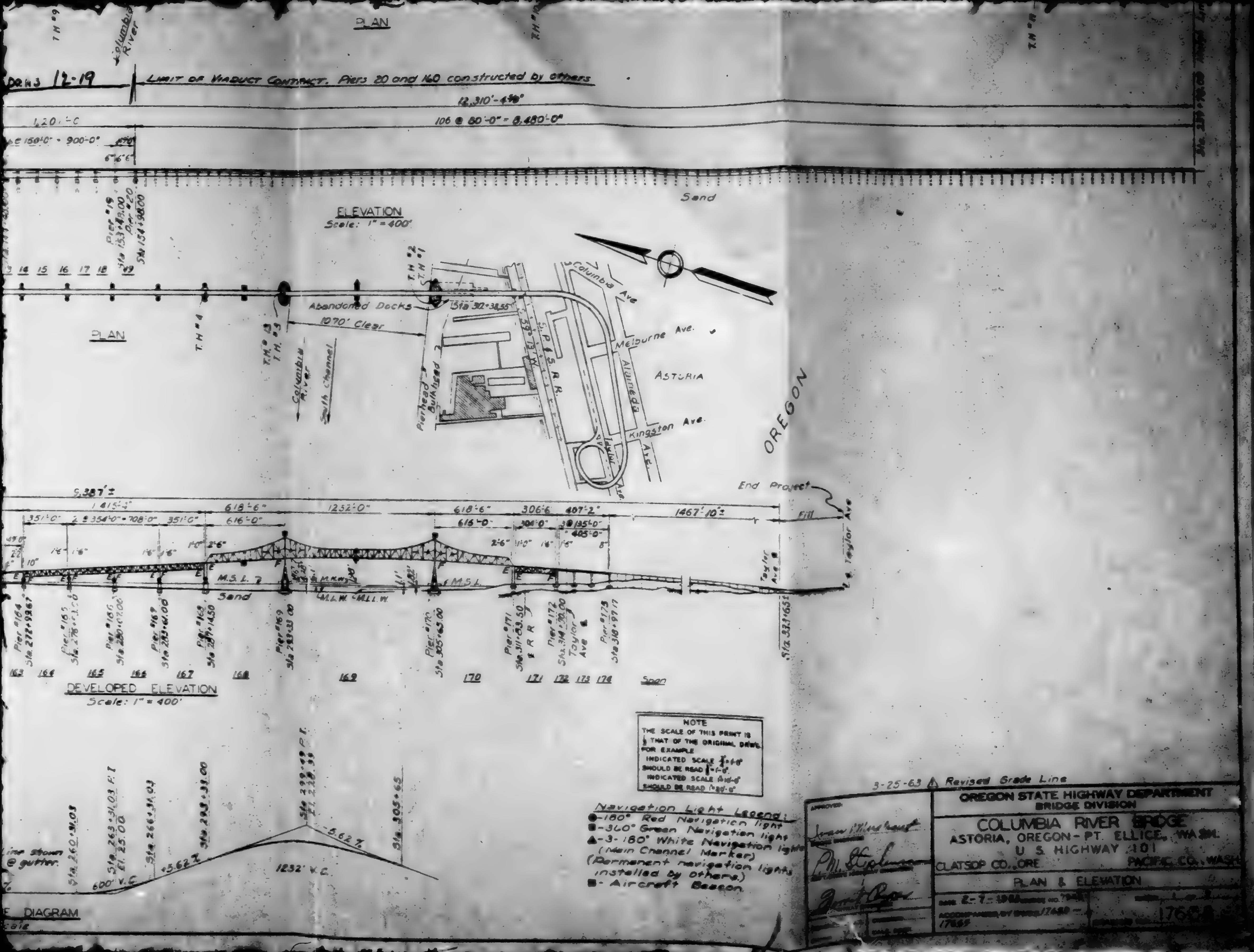
E. S. Hunter
Deputy State Highway Engineer

Attachment

RWE:ag ja


S. 17° 01' 30" E.
PLAN
T.H. #9
Columbia River
T.H. #10
T.H. #11
Sta. 339+78.00 Match Line
Spans 12-19
LIMIT OF VIADUCT CONTRACT. Piers 20 and 160 constructed by others
12,310'-4¾"
1,201'-0
6 @ 150'-0" = 900-0"
106 @ 80'-0" = 8,480'-0"
6'-6"
Sta. 144+48.00
Pier #19
Sta. 153+48.00
Pier #20
Sta. 154+98.00
Sand
ELEVATION
Scale: 1" = 400'
13
14
15
16
17
18
19
T.H. #2
T.H. #1
Abandoned Docks
Sta. 312+38.55
1070' Clear
PLAN
T.H. #4
T.H. #13
T.H. #3
Columbia River
South channel
Pierhead Bulkhead
S. 59° 13' W.
S.P. & S. R.R.
Columbia Ave.
Melbourne Ave.
Alameda
ASTORIA
Kingston Ave.
Taylor Ave.
OREGON
End Project
Fill
℄ Taylor Ave.
9,387' ±
1,415'-4"
351'-0"
2 @ 354'-0" = 708'-0"
351'-0"
618'-6"
616'-0"
1232'-0"
618'-6"
616'-0"
306'-6"
304'-0"
407'-2"
3 @ 135'-0" = 405'-0"
1467'-10" ±
49'-0"
22'
10"
1'-6"
1'-6"
1'-6"
1'-6"
1'-0"
2'-6"
2'-6"
1'-0"
1'-6"
1'-6"
8'
E
F
M.S.L.
M.H.W.
M.L.W.
M.L.L.W.
Sand
Pier #164
Sta. 272+99.67
Pier #165
Sta. 276+31.0
Pier #166
Sta. 280+07.00
Pier #167
Sta. 283+61.00
Pier #168
Sta. 287+14.50
Pier #169
Sta. 293+33.00
Pier #170
Sta. 305+65.00
Pier #171
Sta. 311+83.50
S.R.R.
Pier #172
Sta. 314+30.00
Taylor Ave. ℄
Pier #173
Sta. 318+97.17
Taylor Ave. ℄
Sta. 333+65 ±
163
164
165
166
167
168
169
170
171
172
173
174
Span
DEVELOPED ELEVATION
Scale: 1" = 400'
P.I.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG. FOR EXAMPLE


PLAN
Columbia River
Spans 12-19
LIMIT OF VIADUCT CONTRACT. Piers 20 and 160 constructed by others
12,310'-4¾"
1,20..-0
106 @ 80'-0" = 8,480'-0"
@ 150'-0" = 900'-0"
6'-6"
Sand
ELEVATION
Scale: 1" = 400'
Pier #19 Sta 153+43.00
Pier #20 Sta 154+38.00
13 14 15 16 17 18 19
T.H. #2
T.H. #1
Abandoned Docks
Sta 302+38.55
1070' Clear
PLAN
T.H. #4
T.H. #13
T.H. #3
Columbia River
South Channel
Pierhead & Bulkhead
S.P. & S. R.R.
Columbia Ave
Melburne Ave.
Alameda
ASTORIA
Kingston Ave.
Taylor Ave.
OREGON
End Project
Fill
Taylor Ave
9,387'±
1,415'-4"
351'-0"
2 @ 354'-0" = 708'-0"
351'-0"
618'-6"
616'-0"
1232'-0"
618'-6"
616'-0"
306'-6
304'-0"
407'-2"
135'-0"
405'-0"
1467'-10"±
M.S.L.
Sand
M.L.L.W.
M.S.L.
Pier #164 Sta 272+99.67
Pier #165
Pier #166
Pier #167 Sta 283+61.00
Pier #168 Sta 287+14.50
Pier #169 Sta 293+33.00
Pier #170 Sta 305+65.00
Pier #171 Sta 311+83.50
℄ R R
Pier #172 Sta 314+30.00
Taylor Ave ℄
Pier #173 Sta 318+97.17
Taylor Ave ℄
Sta 333+65±
163 164 165 166 167 168 169 170 171 172 173 174
Span
DEVELOPED ELEVATION
Scale: 1" = 400'
Sta 260+31.03
Sta 263+31.03 P.I.
El. 25.00
Sta 266+31.03
Sta 293+33.00
Sta 299+49 P.I.
El. 228.33
Sta 305+65
+5.62%
-5.62%
600' V.C.
1232' V.C.
Line shown @ gutter
DIAGRAM

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Navigation Light Legend:
- ● -180° Red Navigation light
- ■ -360° Green Navigation light
- ▲ -3-180° White Navigation lights (Main Channel Marker)
- (Permanent navigation lights installed by others.)
- ■ - Aircraft Beacon

3-25-63 △ Revised Grade Line

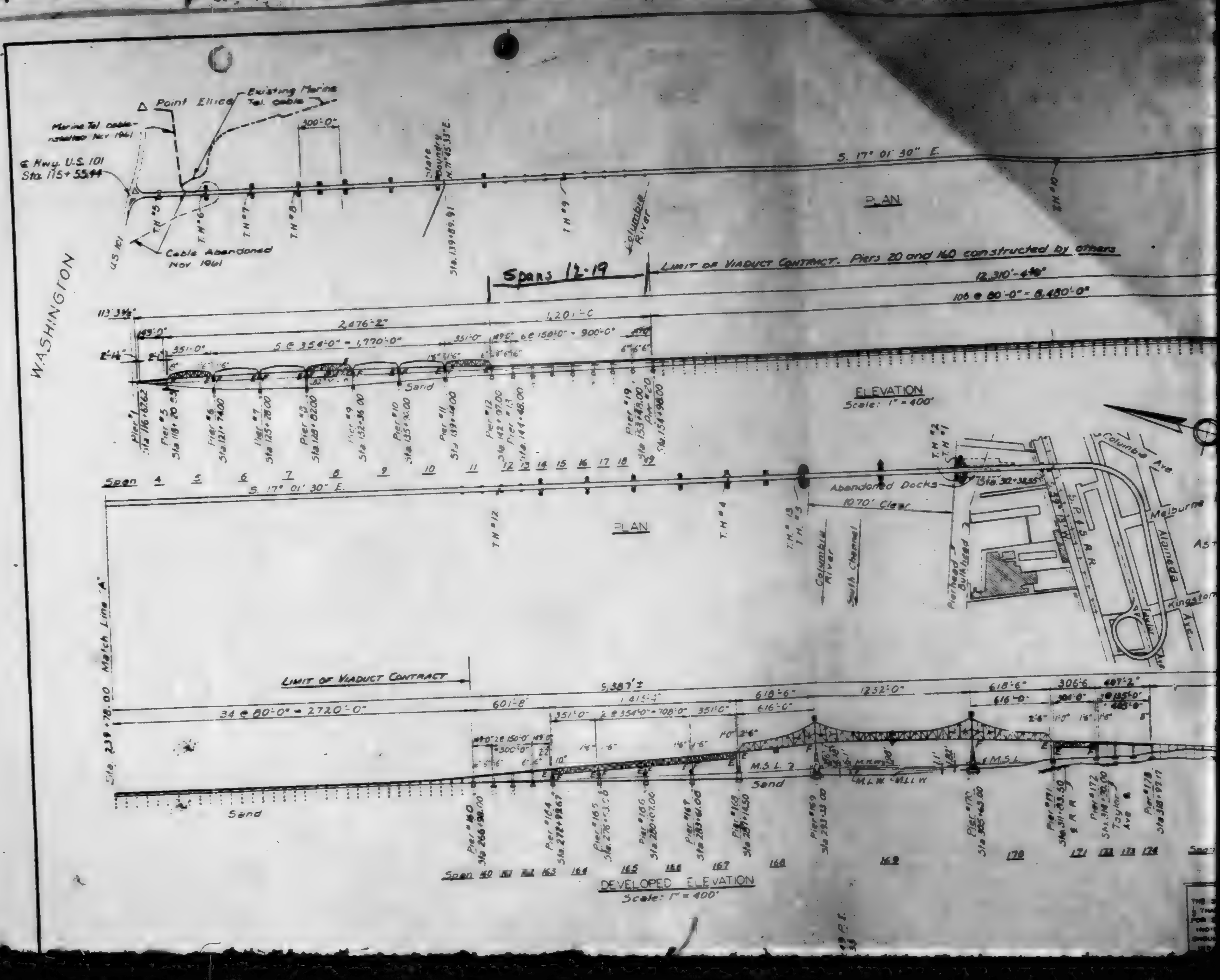
APPROVED:

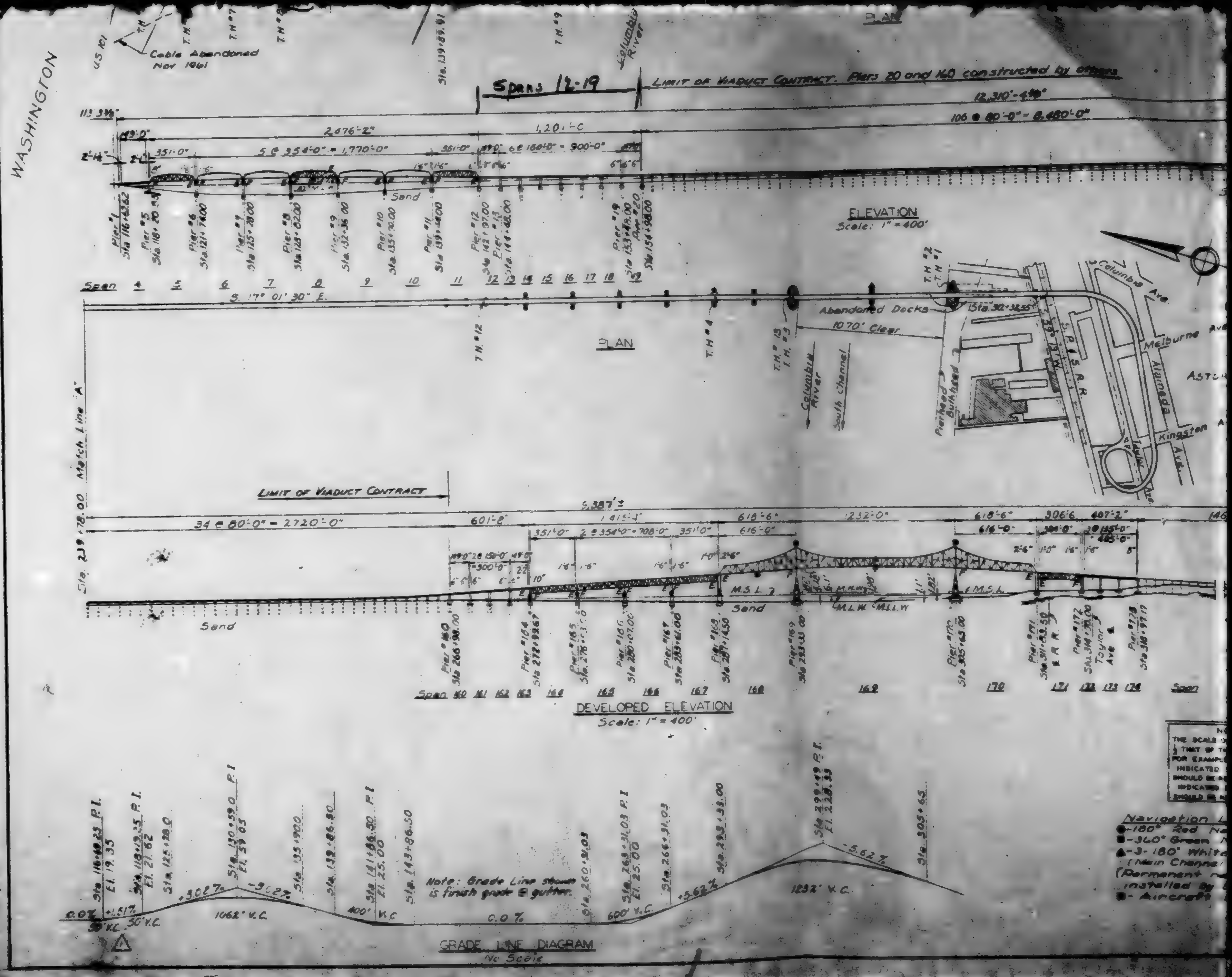
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER BRIDGE
ASTORIA, OREGON - PT. ELLICE, WASH.
U. S. HIGHWAY 101
CLATSOP CO., ORE. PACIFIC CO., WASH.

PLAN & ELEVATION

DATE 2-7-1962
ACCOMPANIED BY DWGS. 17680 - 17689
17681


WASHINGTON
Point Ellice
Existing Marine Tel. cable
Marine Tel cable installed Nov 1961
℄ Hwy. U.S. 101 Sta. 115+55.44
US 101
Cable Abandoned Nov 1961
300'-0"
State Boundary N.71°45'33"E.
Sta. 139+89.91
T.H.#5
T.H.#6
T.H.#7
T.H.#8
T.H.#9
T.H.#10
Columbia River
S. 17° 01' 30" E.
PLAN
Spans 12-19
LIMIT OF VIADUCT CONTRACT. Piers 20 and 160 constructed by others
12,310'-4⅜"
106 @ 80'-0" = 8,480'-0"
113'3⅜"
2,476'-2"
1,201'-0"
149'-0"
351'-0"
5 @ 354'-0" = 1,770'-0"
6 @ 150'-0" = 900'-0"
Sand
Pier #1 Sta. 116+67.62
Pier #5 Sta. 118+20.95
Pier #6 Sta. 121+74.00
Pier #7 Sta. 125+28.00
Pier #8 Sta. 128+82.00
Pier #9 Sta. 132+36.00
Pier #10 Sta. 135+90.00
Pier #11 Sta. 139+44.00
Pier #12 Sta. 142+97.00
Pier #13 Sta. 144+48.00
Pier #19 Sta. 153+48.00
Pier #20 Sta. 154+98.00
Span 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
ELEVATION Scale: 1" = 400'
S. 17° 01' 30" E.
T.H.#12
T.H.#4
T.H.#13
T.H.#3
T.H.#2
T.H.#1
PLAN
Columbia River
South Channel
1070' Clear
Abandoned Docks
Sta. 320+38.55
Pierhead Bulkhead
S.P.&S. R.R.
Columbia Ave.
Melburne
Alameda
Kingston
Taylor Ave.
Ast
Match Line "A"
Sta. 239+78.00
LIMIT OF VIADUCT CONTRACT
34 @ 80'-0" = 2720'-0"
5,387'±
601'-8"
1,815'-0"
351'-0"
2 @ 354'-0" = 708'-0"
300'-0"
618'-6"
616'-0"
1232'-0"
306'-6"
407'-2"
M.S.L.
M.H.W.
M.L.W. M.L.L.W.
Sand
Pier #160 Sta. 266+38.00
Pier #164 Sta. 272+98.67
Pier #165 Sta. 276+53.50
Pier #166 Sta. 280+07.00
Pier #167 Sta. 283+61.00
Pier #168 Sta. 287+14.50
Pier #169 Sta. 293+33.00
Pier #170 Sta. 305+65.00
Pier #171 Sta. 311+83.50
S.R.R.
Pier #172 Sta. 314+30.00
Taylor Ave.
Pier #178 Sta. 318+97.17
Span 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174
DEVELOPED ELEVATION Scale: 1" = 400'


WASHINGTON
US 101
Cable Abandoned
Nov 1961
T.H.
T.H.#7
T.H.#8
T.H.#9
Sta. 139+89.91
Columbia River
PLAN
Spans 12-19
LIMIT OF VIADUCT CONTRACT. Piers 20 and 160 constructed by others
12,310'-4½"
106 @ 80'-0" = 8,480'-0"
113'-3¾"
2,476'-2"
1,201'-0
149'-0"
2'-1½"
351'-0"
5 @ 354'-0" = 1,770'-0"
351'-0"
149'-0"
6 @ 150'-0" = 900'-0"
Sand
Pier #1 Sta 116+63.62
Pier #5 Sta 118+20.95
Pier #6 Sta 121+74.00
Pier #7 Sta 125+28.00
Pier #8 Sta 128+82.00
Pier #9 Sta 132+36.00
Pier #10 Sta 135+90.00
Pier #11 Sta 139+44.00
Pier #12 Sta 142+97.00
Pier #13 Sta 144+48.00
Pier #19 Sta 153+48.00
Pier #20 Sta 154+98.00
ELEVATION
Scale: 1" = 400'
Span 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
S. 17° 01' 30" E.
T.H.#12
PLAN
T.H.#4
T.H.#13
T.H.#3
T.H.#2
T.H.#1
Abandoned Docks
1070' Clear
Sta. 30+38.55
Columbia River
South Channel
Pierhead
Bulkhead
S.P. & S. R.R.
W. 33rd St.
Columbia Ave.
Melburne Ave.
Alameda
ASTO
Kingston Ave.
Taylor Ave.
Sta. 239+78.00 Match Line 'A'
LIMIT OF VIADUCT CONTRACT
5,387'±
34 @ 80'-0" = 2720'-0"
601'-8"
1,415'-4"
618'-6"
1232'-0"
618'-6"
306'-6"
407'-2"
146
351'-0"
2 @ 354'-0" = 708'-0"
351'-0"
616'-0"
616'-0"
300'-0"
185'-0"
M.S.L.
M.H.W.
M.L.W.
M.L.L.W.
Sand
Sand
Pier #160 Sta 266+98.00
Pier #164 Sta 272+92.67
Pier #165 Sta 276+53.00
Pier #166 Sta 280+07.00
Pier #167 Sta 283+61.00
Pier #168 Sta 287+14.50
Pier #169 Sta 293+33.00
Pier #170 Sta 305+65.00
Pier #171 Sta 311+83.50
℄ R.R.
Pier #172 Sta 314+70.00
Taylor Ave ℄
Pier #173 Sta 318+97.17
Span 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 Span
DEVELOPED ELEVATION
Scale: 1" = 400'
NO
THE SCALE O
½ THAT OF T
FOR EXAMPL
INDICATED
SHOULD BE R
INDICATED
SHOULD BE R
Navigation L
● -180° Red N
■ -360° Green N
▲ -3-180° White
(Main Channel
(Permanent n
installed by
■ - Aircraft
Sta. 116+48.25 P.I.
El. 19.35
Sta. 118+13.35 P.I.
El. 21.62
Sta. 125+28.0
Sta. 130+59.0 P.I.
El. 59.05
Sta. 135+90.0
Sta. 139+86.50
Sta. 141+86.50 P.I.
El. 25.00
Sta. 143+86.50
Note: Grade Line shown is finish grade ℄ gutter.
Sta. 260+31.03
Sta. 263+31.03 P.I.
El. 25.00
Sta. 266+31.03
Sta. 293+33.00
Sta. 299+49 P.I.
El. 228.33
Sta. 305+65
0.0%
+1.51%
30' V.C.
50' V.C.
+3.02%
-3.02%
1062' V.C.
400' V.C.
0.0%
600' V.C.
+5.62%
-5.62%
1232' V.C.
GRADE LINE DIAGRAM
No Scale

MAR 19 1963

8471 The Dalles-Calif. Hwy. at E. 197
1st St. N. of Bend
(Traffic signal install.)

.8471

STATE COPY

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-52	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Deschutes
MODIFICATION NUMBER 1	8-7-78	Project Number F-4-2(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 15, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,432.00	$ 48,600.00
Federal funds	$ 34,689.00	$ 40,840.00
Other revisions		

This modification is made for the following reasons:

To include increase of cost in S.F.O. #2

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Gen. File

Oregon State Highway Division
Salem, Oregon, July 31, 1978

Federal Aid Unit
No. F-4-2(2)

The Dalles-Calif. Hwy. @ E. 1st St.
The Dalles-California Highway
Deschutes County

Revised Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$ 2,100.00
Type Code Y031 Traffic Signal (MP 136.33)		
Subtotal of previous estimate March 3, 1977		$33,178.00
Anticipated Items		
Permanent Pavement Striping	All Required	$ 300.00
S.F.O. #2 Misc. Street Work	All Required	$ 8,700.00
	Subtotal	$42,178.00
	Engineering	4,322.00
	TOTAL	$46,500.00

Length of Project - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 2,100.00	$ 1,801.00	$ 299.00
Traffic Signals	46,500.00	39,039.00	7,461.00
TOTAL	$48,600.00	$40,840.00	$ 7,760.00

Group 1 - 100%
Contract No. 8471
Prefix No. 9-1097
" " 9-1971

PROJECT MANAGEMENT
F.E ☐ CCE ☐ C[illegible] ☐
LCE ☐ [✓ FAE ☐] C.E ☐
[illegible] 1970
PM FM F[illegible]
TAA ______ IG CP

8471 18

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-94	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-15-77	STATE Oregon COUNTY Deschutes PROJECT NO. F-4-2(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

The Dalles-Calif. Hwy. at East 1st St. (Bend) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING	12-9-76	0.00
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-5-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,432.00	$ 34,689.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
For: G. L. Green

Date executed by Division Engineer MAR 15 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division Salem, Oregon, March 3, 1977	Federal Aid Project No. F-4-2(2)

The Dalles-Calif. Hwy. at E. 1st. St.
The Dalles-California Highway
Deschutes County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,100.00

Type Code Y031
Traffic Signal (M.P. 136.33)

Temporary Protection and Direction of Traffic	All Required		400.00
Temporary Signs	130 sq.ft.	1.00	130.00
Flagmen	60 hour	12.00	720.00
Traffic Signal Installation, Complete	All Required		31,928.00
			$33,178.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 300.00
	Subtotal		$33,478.00
	Engineering		4,854.00
	Total		$38,332.00

Length of Project - - - - - - - - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in totals below)

Misc. Street Work (S.F.)	All Required		$ 8,700.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,100.00	$ 1,801.00	$ 299.00
Traffic Signal	38,332.00	32,888.00	5,444.00
Total	$40,432.00	$34,689.00	$ 5,743.00

Group 1	100%
Contract No.	8471
Prefix No.	9-1097
Prefix No.	9-1971

8471

February 16, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On February 14, 1978, we wrote to you concerning release of final payment on Contract No. 8471 awarded to Olson Electric Company, Inc., for traffic signal installation on The Dalles-California Highway at East 1st Street in Deschutes County.

Final payment on this contract is $500 and the total contract amount is $30,619. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Olson Electric Company, Inc.
200 East 5th
Vancouver, WA 97660

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8471 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION The Dalles-Calif. Hwy at E. 1st St(Bend)	WEEK ENDING January 21, 1978
		SECTION PREFIX 9-1097
	HIGHWAY The Dalles-California	COUNTY Deschutes
NAME OF JOB The Dalles-Calif. Hwy @ E. 1st St(Bend)	KIND OF WORK Traffic Signals	
CONTRACTOR Olsen Electric Co., Inc.	CONTRACT NUMBER 8471	FEDERAL AID PROJECT NUMBER F-4-2(2)
DATE OF CONTRACT February 1, 1977	DATE WORK STARTED August 10, 1977	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 249
PROJECT AUTHORIZATION: $48,293.81	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 124½
EXCLUSIVE OF ENGINEERING: $44,076.01	ENGINEERING AUTHORIZATION $4,217.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $42,369.00	ENGINEERING COST TO DATE $4,614.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.9 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: October 20, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond JAN 23 1978 Berg
Hopkins Church
Johnsen CONSTRUCTION Gebauer
Inloes SECTION Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
1-17 TUESDAY	Semi-final submitted.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is last weekly report

SIGNED N D Krehbiel LOCATION

N. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP F216

Form A-[illegible]

8471

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name The Dalles-Calif. Hwy. @ E 1st Street(Bend) Date February 28 1977

Highway The Dalles-California Contract No. 8471 F. A. Project No. F-4-2(2)

County Deschutes Prefix 9-1097 Account No. 240

Description of Work To Be Done:

Misc. street work as called for on Drg. 4065 of the construction plans to be performed by State forces.

Location by Station Numbers:

4+50 to 10+70

FHWA-ORE DIV APPROVED EFFEC. 3-15-77

Estimate of Quantities and Costs:

Misc. Street Work - - - - - - - - - - - - - $8,700.00

Explanation:

The project authorization provided $8,700.00 for the above work as an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$48,293.81
Present estimate of project cost, including $ for work under this order	$48,293.81
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved:

3-15-77

~~Deputy State Highway Engineer~~

~~Assistant State Highway Engineer or~~

Construction Office Engineer

#8471

February 18, 1977

City of Bend
City Hall
Bend, OR 97701

Attention: James Kerfoot
Recorder

1g

MISC. CONTRACTS and
AGREEMENTS No. 5985

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of a traffic signal at the intersection of The Dalles-California Highway and First Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (agree. att.)

8471

1-5-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-4-2(2)

STATE PROJECT NO.
See below

COUNTY NAME
Deschutes

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
70101

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED 1-5-77	DATE AUTHORIZATION EFFECTIVE 1-5-77	FEDERAL ROUTE NUMBER Primary 4 STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
"The Dalles-California Hwy. at East 1st. St. (Bend) Section"

GENERAL DESCRIPTION OF WORK:
Traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Perm. pavement striping (S.F.) $300.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-3-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $37,061 - Federal funds $31,798.

A signed copy of the Title sheet is returned herewith.

DATE 1-5-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer for	TITLE DIvision Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-031-895

8471 15

DATE: January 21, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Installation
The Dalles-California Hwy. @ 1st Street
City of Bend

We have prepared an agreement which has been signed by the City of Bend covering the installation of a traffic signal at the subject intersection.

The agreement provides that the State shall prepare all plans, let and award all contracts, and supervise the work of the project. The State will pay the total cost of the project, which is estimated at $40,000. The project will be funded with federal-aid primary funds. After completion of the project, the State will maintain the signal and the City will be responsible for all power costs.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This matter will be on the Consent Calendar for your February 15 meeting.

RDT:rj ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Co.-City Unit
C. M. Williams
George Bell

8471 12-9-76 1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F 4-2(2)

STATE PROJECT NO. See below

COUNTY NAME DESCHUTES

PROGRAM NO.

ITEM NO. 70101

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
Rulien
FOR

Info	Intes	R/D	D/R	Sig	Act	Fil

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-9-76

FEDERAL ROUTE NUMBER Primary 4

STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
"The Dalles-California Hwy. at East 1st St. (Bend) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $1,700 - FF $1,458
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 12-2-76, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 12-2-76 letter, you are authorized to proceed with the work as shown above.

DATE 12-9-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8-4-1 15

PRO 6-2

December 2, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70101
Project No. F-4-2(2)
The Dalles-California Hwy. @ E. 1st St. (Bend) Sec.
Deschutes County

Attached is data for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a.

(2) Authorization to proceed with all phases of the preliminary engineering necessary to obtain P.S.& E. approval at an estimated total cost of $1,700 with an obligation of $1,458 in federal funds.

DRH:ljt
Att.

cc: C. M. Williams (Reg. 4)

NO.

O.

FORM PR-1
(REV. 4-61)

December 2, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 97, Uct. E. 1st St. (Bend)	ADT	15,650*	28,130*	96	10	Oregon	41	010	70101

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
affic Signals								F-	4-2	(2)		

RAL FUNDS	COUNTY NAME			CODE	PROGRAM STAGE
Consolidated Primary	Deschutes			017	☐ 1 OR ☐ 2
AREA	ROUTE NO. P	FEDERAL-AID	STATE	U.S.	
Bend		4	4	97	

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		--	0.0	1,700	1,458	242		
	ROW								
	CONST (CODE) (Safety) Y031		"The Dalles-California Hwy. @ E. 1st St. (Bend) Section"	0.0	30,000	25,740	4,260		ROW-100' min.; Access Control-Partial; Parking Restrictions-None
PARED BY DRH			PROJECT TOTALS	0.0	31,700	27,198	4,502		

OGRAM APPROVAL DATES

10-4-76

REMARKS

*ADT entering intersection total volume

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

December 2, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) US 97, Uct. E. 1st St. (Bend)	ADT	PRESENT 15,650*	FUTURE 28,130*	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Traffic Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 4-2	SEQ. (2)

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Deschutes				CODE 017
	NAME OF URBAN AREA Bend	ROUTE NO. P	FEDERAL-AID 4	STATE 4	U.S. 97	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**			0.0	1,700	1,458	242	
5					**ROW**							
5					**CONST** (CODE) (Safety) Y031		"The Dalles-California Hwy. @ E. 1st St. (Bend) Section"	0.0	30,000	25,740	4,260	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.0	31,700	27,198	4,502	

PROGRAM APPROVAL DATES

10-4-76

REMARKS

*ADT entering intersection total volume

ROW-
Cont
Park
No

ALLES-CALIFORNIA HIGHWAY @ E. 1ST ST. (BEND) SECTION

T NO. F-4-2(2)

ing Facility:

he Dalles-California Hwy. (FAP 4) - Bituminous surfaced four lane roadway.

ast 1st Street (FAU 3317) - Bituminous surfaced two lane roadway.

t Data: The proposed project consists of the following:

. All phases of preliminary engineering including utility preparatory work.

. Install fully actuated traffic control signal and other incidental work common to this type of project.

of-Way: No additional.

Action, Railroad, Airports, Water Developments, Historical and tional Areas: None involved.

1-70 Requirements: Exempt from State Clearinghouse and District 10 nghouse A-95 review under working agreement.

-4-2 Requirements: Urban Transportation Planning not applicable project will not result in an alteration of land use or traffic atterns that would require a significant change in planning ted or underway.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in Paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

THE DALLES-CALIFORNIA HIGHWAY @ E. 1ST ST. (BEND) SECTION

PROJECT NO. F-4-2(2)

Existing Facility:

The Dalles-California Hwy. (FAP 4) - Bituminous surfaced four lane roadway.

East 1st Street (FAU 3317) - Bituminous surfaced two lane roadway.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering including utility preparatory work.
2. Install fully actuated traffic control signal and other incidental work common to this type of project.

Right-of-Way: No additional.

System Action, Railroad, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 10 Clearinghouse A-95 review under working agreement.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in Paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action P

(b) Location/Design - Not a factor in the development of project.

NOTE: This project is in Congressional District No. 2.

1979 S. Ashland Interchg.-Calif. 8472
State Line Sec. of Pac. Hwy. (Grade
pave, barriers, struct. & sign) #3

8472

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

Research Section
Salem, Oregon 97310

In Reply Refer to
File No.:

April 18, 1983

Gene R. Morris
Western Technologies, Inc.
P. O. Box 21387
Phoenix, AZ 85036

Enclosed is a variety of material, mostly several years old, concerning the Siskiyou Summit Escape Ramp at milepost 9.3 on I-5 NB.

The arrester bed was 18" deep and used a clean natural gravel almost all of which was between 3/4" and 1/2" in size. The gradation is very free-draining and has provided excellent properties for the arrester bed. The bed is in snow country, generally parallel to the main highway and becomes contaminated from sanding material used for deicing. This contamination required re-screening of the upper 600 feet of bed material last summer. You mentioned on the phone that your location was not in a snow zone but would be subject to contamination from dust and sand. I would think the 3/4" to 1/2" material would serve you well and would not require as much maintenance as a finer gradation.

In testing the bed, we filmed the stopping from the side at three different locations, intending to determine the truck speed at each location. The blur in the pictures has prevented a precise evaluation of the speed at the various sites so we are left with the average coefficient of rolling resistance obtained from a measured stopping distance and a radar measured entry speed.

If this material raises questions, please call.

Best personal regards. Come see us.

Gordon
Gordon Beecroft, P.E.
Research Engineer

GB:dp
Enclosure

cc: \R. N. Bothman

NOTED
ROBERT N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR

APR 19 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

8472

DES 9-5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

DATE: December 22, 1982

TO: J.H. Versteeg
Road Design Engineer

FROM: A.D. Olson
Preliminary Design Engineer

ADOlson

SUBJECT: Upper Truck Escape Ramp
South Ashland-California State Line
Pacific Highway (I-5)
Jackson County

In 1978 Resident Engineer, Bill Maude, examined several sites for a truck escape ramp for northbound truck traffic that would be closer to the summit than the existing escape ramp (5.5 miles north of the summit). His report indicates that the only possible site was found to be about two (2) miles below the summit, 0.5 miles above the railroad underpass.

Field data was obtained and a design laid out giving a 500' arrestor bed and a return lane to the freeway at the end for traffic that might not be able to stop in that distance. The field estimate was $310,000 in 1978. The current Interstate Needs Study carries it at $530,000.

A review was made of the reports of vehicles entering the existing escape ramp. Since it first opened in February 1978, there have been over 415 reported incidents, many indicated as cars, driver error, vandalism, etc. Of these, it appears that 30 out of 415 went 500' or more into the ramp. There does not appear to be any increase in number or distance traveled as time passes--about 7 each year have gone 500' or more, running from 500' to 1050'. Copies of two (2) graphs are attached showing the scatter of occurrences and distances traveled. No data has been received since August 30, 1982, when the gravel in the bed was rescreened to remove dirt and fines.

The proposed upper ramp, two (2) miles below the summit, is projected to catch runaway vehicles before they build up speed. If that is true, then the 600' of bed should be adequate. If it is not long enough, a "sand pile" could be considered at the end as a last resort.

Enclosed in the field location data for the upper ramp.

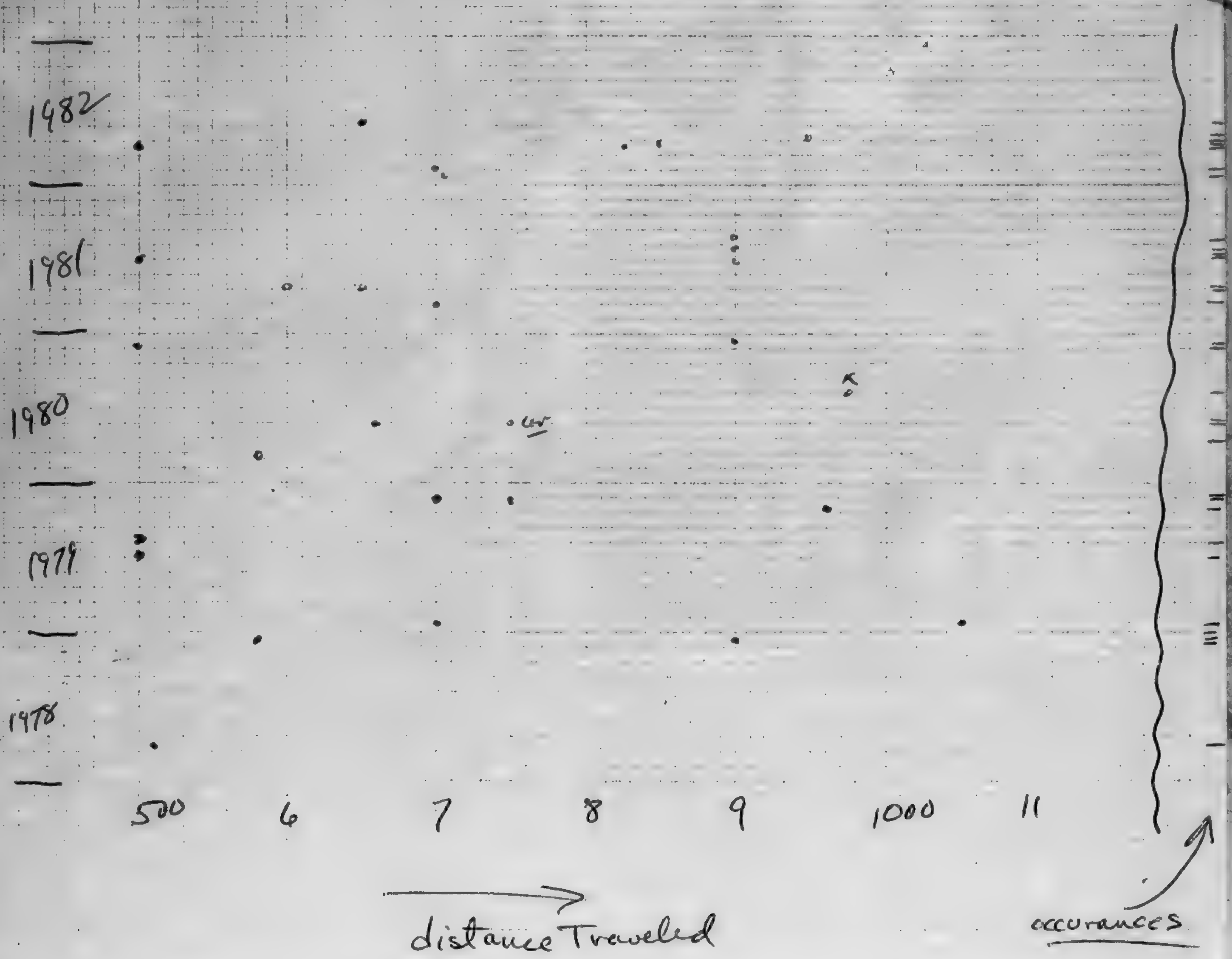
enclosure

ADO:kg

Contains Recycled

Siskiyou truck escape Ramp

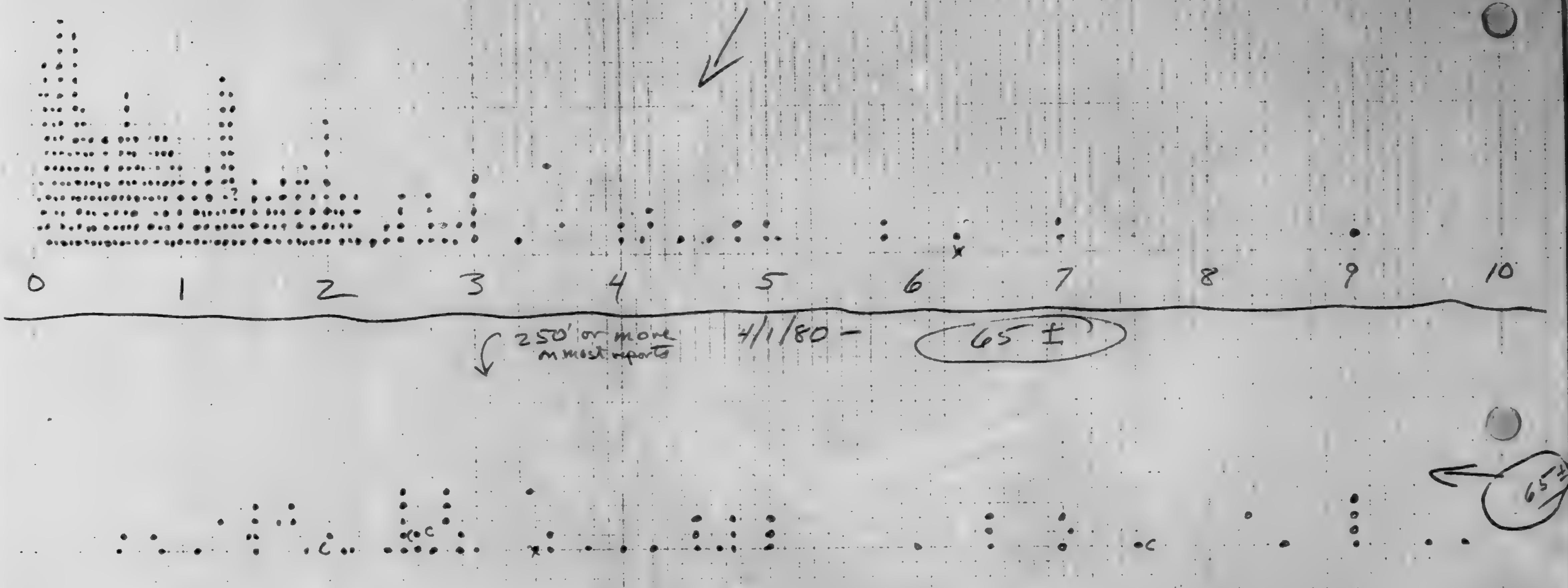
"over 500'"



Siskiyou Truck escape Ramp

Distances Traveled

2/11/78 - 3/31/80 350± - reported most everything cars, etc



250' or more in most reports

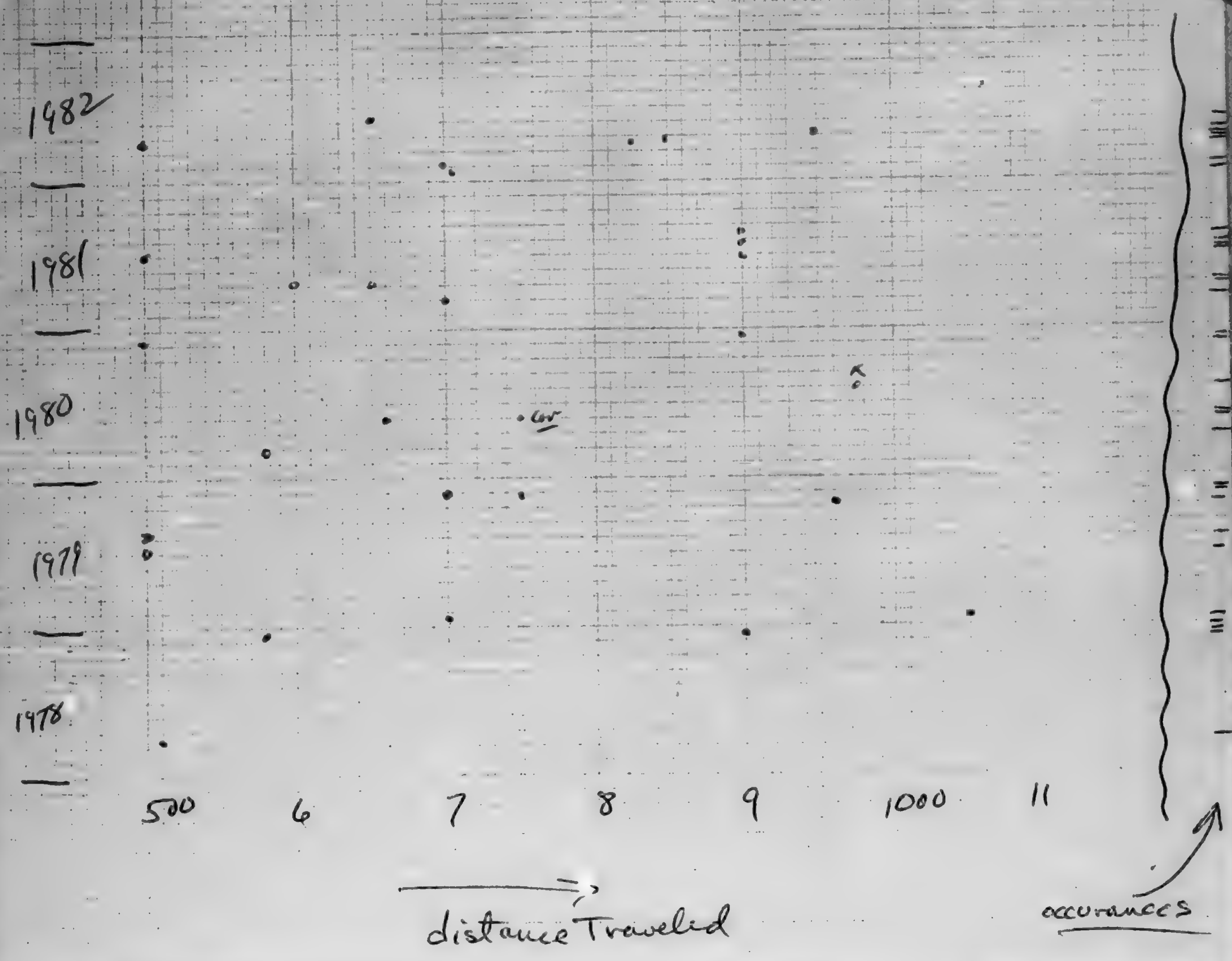
4/1/80 - 65±

Rock rescreened 8/30/82 No reports since ADD. 12/7/82

30
415 total

Siskiyow Truck escape Ramp

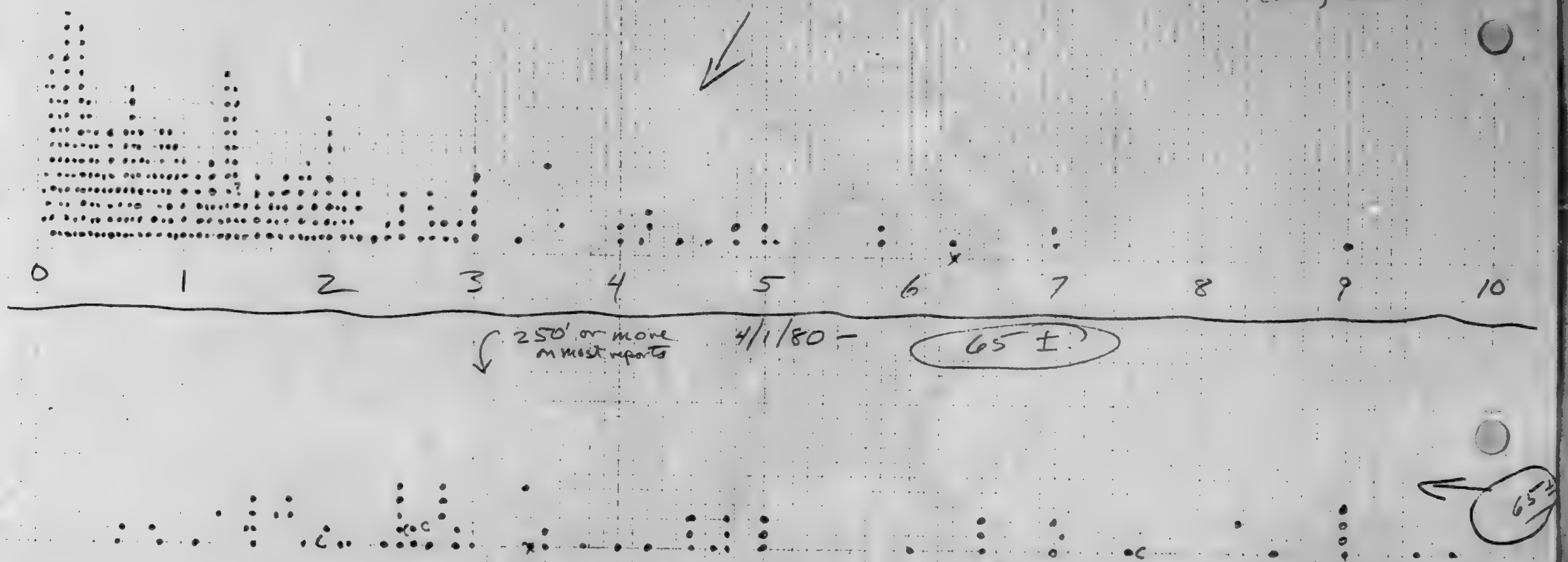
"over 500'"



Siskiyou Truck escape Ramp

Distances Traveled

2/11/78 - 3/31/80 350± - reported most everything, cars, etc



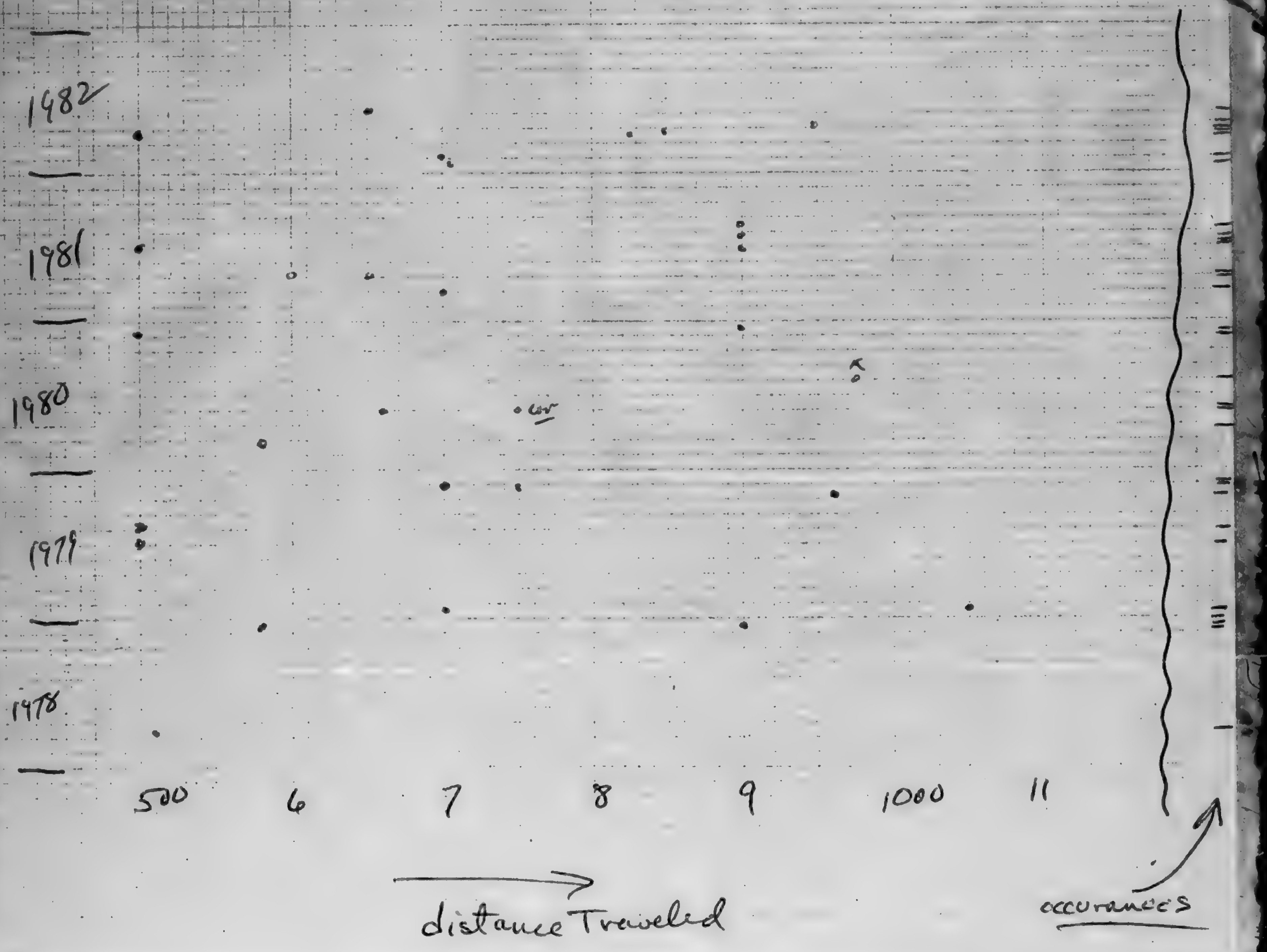
4/1/80 - 65±

Rock rescreened 8/30/82 No reports since Q90 12/7/82

30
415 total

Siskiyou truck escape Ramp

"over 500'"

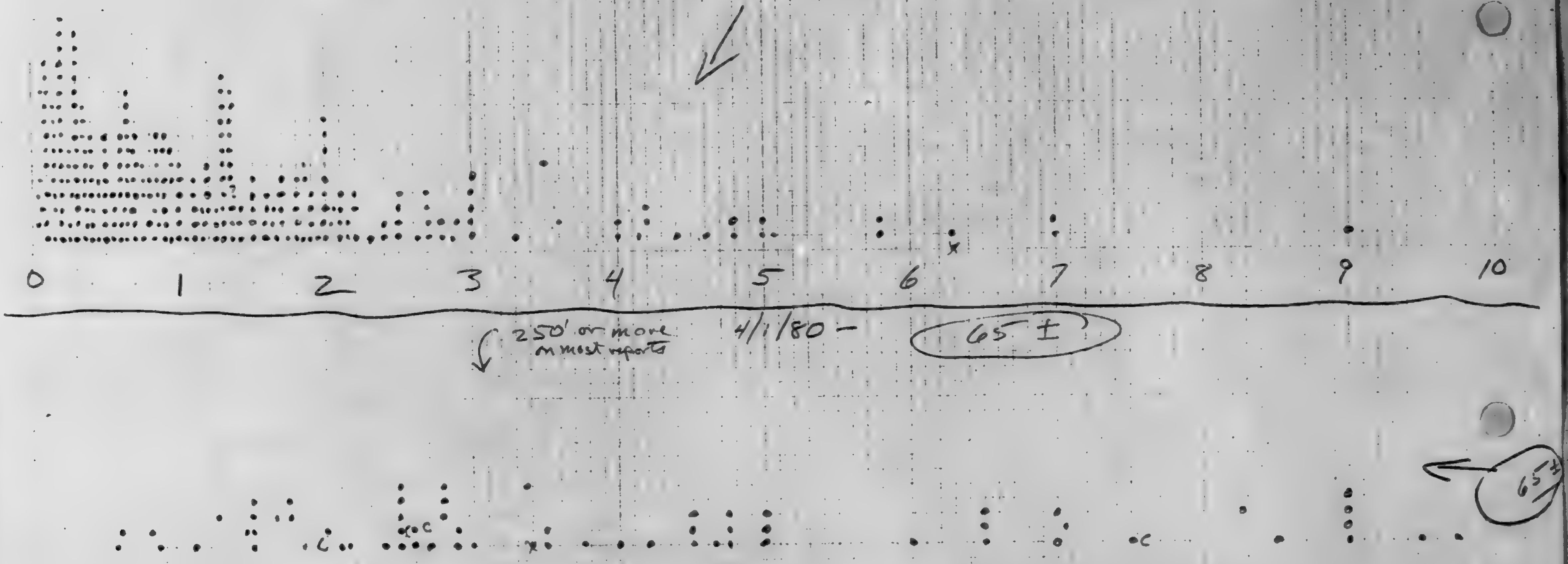


Siskiyou Truck escape Ramp

Distances Traveled

2/11/78 - 3/31/80

350± - reported most everything cars, etc



250' or more on most reports

4/1/80 -

65±

Rock rescreened 8/30/82 No reports since Aug. 12/7/82

$\frac{30}{415}$ total

Vehicle Length	Axles	wt.	Speed	Distance	Comments	
40	2	—	80	508		3/78
40'	5	—	—	630	Transmission broke	10/78
50'	5	74,000	100	900'	brake failure	12/78
40'	5	60,000	65	700'	lost brakes	1/79
55	5	30,000	85	1050	brake failure	1/79
55	5	—	80	500	" "	6/79
Truck & Trailer	5	80,000	60	500	" "	7/79
—	5	—	80	960	Light Load shallow Tracks	10/79
semi	5	—	30 ?	750	hot brakes	11/79
semi	5	15,000	65	700	brakes faded	12/79
40'	5	77,000	80 +	580'	hot brakes	2/80
20' (car)	2	—	65	750	throttle stuck	4/80
60	5	—	80 +	650	started out of ramp @ 650, turned & hit wall	5/80
60	5	74,000	70	975	lost air	7/80
?	?	?	?	500	?	11/80
?	?	?	?	900	?	12/80
?	?	?	?	700	?	2/81
40	5	79,000	70	650	Brakes failed	3/81
Motor home	2	?	?	600'	Transmission Failed brakes hot	3/81

?	?	?	?	900'	?	6/81
40'	5	74,000	45	500'	No brakes	6/81
60'	5	74,000	80	900	Lost brakes	7/81
40	5	44,000	50	900	low brake	8/81
65	5	?	60	705'	hot brakes	1/82
65	5	75,000	70	700'	Lost brakes	2/82
65	5	74,000	55	825	No brakes	3/82
65'	5	46,000	45	500	hot brakes	3/82
65	5	?	?	850	Lost brakes	3/82
60	5	74,000	70	950	brakes gone	4/82
60	5	?	80	650	lost air	5/82

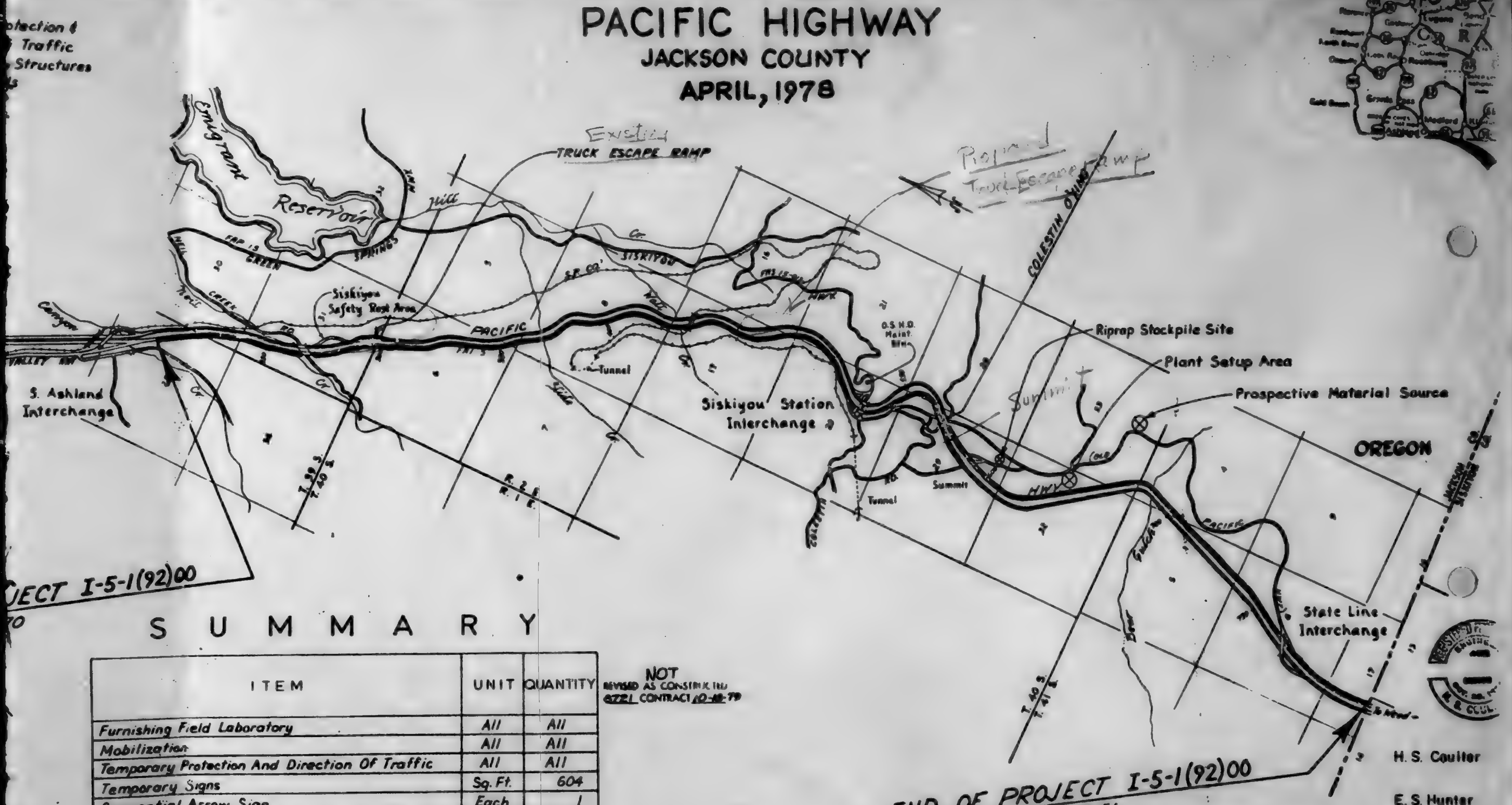
ASHLAND INTCHGE.-CALIFORNIA STATE LINE SEC

PACIFIC HIGHWAY

JACKSON COUNTY

APRIL, 1978

otection &
Traffic
Structures
s


Existing
TRUCK ESCAPE RAMP
Proposed
Truck Escape Ramp
Emigrant
Reservoir
Green
Springs
Siskiyou
Safety Rest Area
PACIFIC
Neil Creek
S.P. CO.
Siskiyou
Colestin
O.S.H.D. Maint. Bldg.
Tunnel
Siskiyou Station Interchange
Riprap Stockpile Site
Plant Setup Area
Prospective Material Source
Summit
OREGON
State Line Interchange
S. Ashland Interchange
Canyon
Valley
R. 2 E.
R. 1 E.
T. 39 S.
T. 40 S.
T. 41 S.
HWY
Pacific
Gulch
Bear

JECT I-5-1(92)00

70

END OF PROJECT I-5-1(92)00
Sta. 814 + 35.51

SUMMARY

ITEM	UNIT	QUANTITY
Furnishing Field Laboratory	All	All
Mobilization	All	All
Temporary Protection And Direction Of Traffic	All	All
Temporary Signs	Sq. Ft.	604
Sequential Arrow Sign	Each	1
Flagmen	Hr.	2,000
Class "B" Asphalt Concrete Mixture	Ton	33,000
Asphalt Cement In Mixture	Ton	2,150
Class "C" Asphalt Concrete Mixture In Leveling Course	Ton	900
Asphalt In Tack Coat	Ton	65
Aggregate In Seal Coat	Ton	195
Asphalt In Seal Coat	Ton	117
24-inch Culvert Pipe	Lin. Ft.	40

NOT
REVISED AS CONSTRUCTED
6721 CONTRACT 10-18-79

Sketch Map

Scale 0 — 1 Mile

H. S. Coulter

E. S. Hunter

OREGON TRANSPORTATION COMMISSION

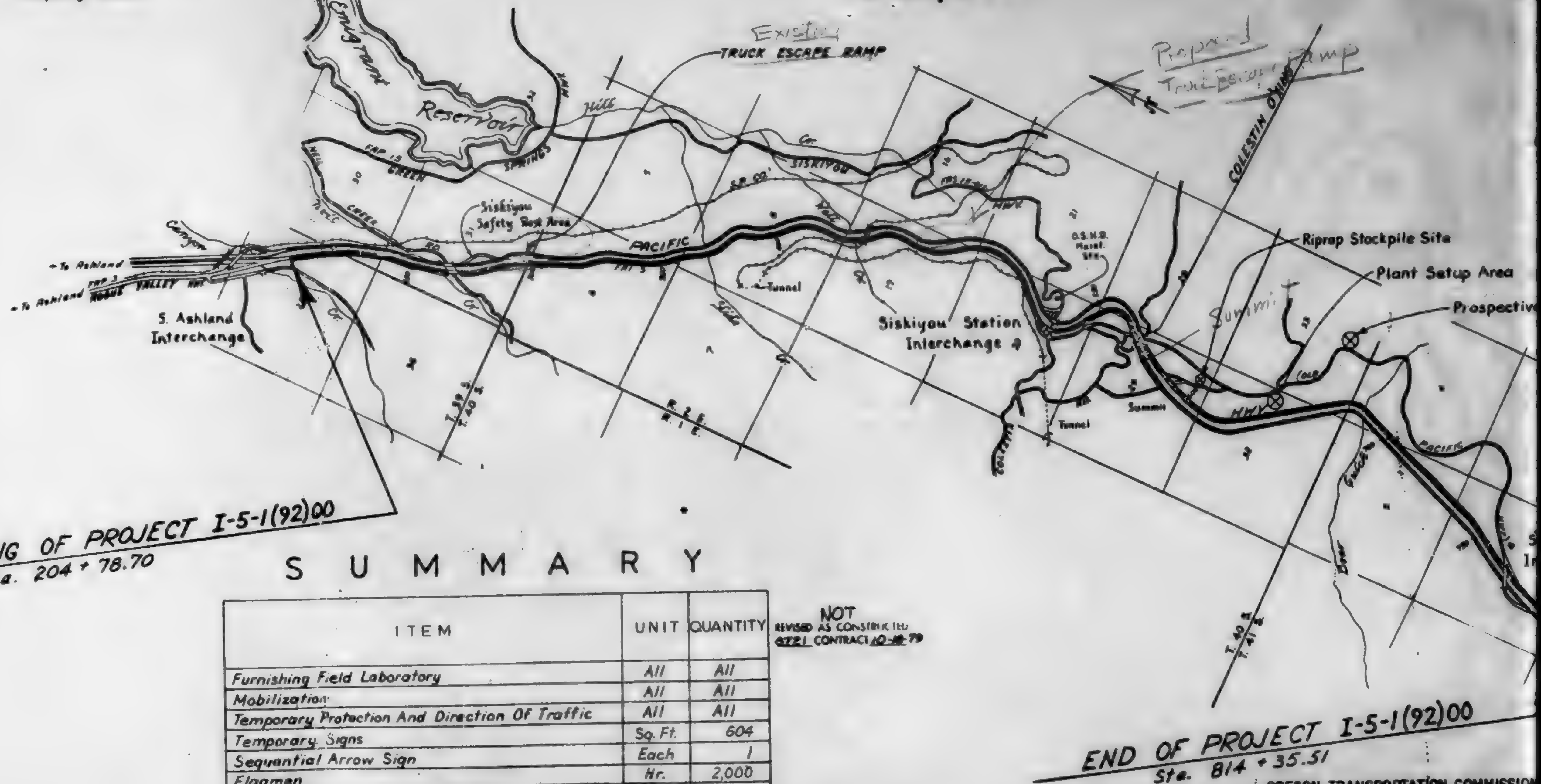
Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPA
FEDER
APPROVED:

S. ASHLAND INTCHGE.~CALIFORNIA STATE LINE SE

PACIFIC HIGHWAY
JACKSON COUNTY
APRIL, 1978

No's.
S-1, S-6, S-12 - Temporary Protection & Direction Of Traffic
2050 - Miscellaneous Structures
20918 - Coupling Bands


Emigrant Reservoir
Existing TRUCK ESCAPE RAMP
Proposed Truck Escape Ramp
COLESTIN O'HWY
Hill
SPRINGS
GREEN
FAP 15
Neil Creek
Canyon
SISKIYOU
S.P. CO.
FAS 1E, 46
HWY
Siskiyou Safety Rest Area
PACIFIC
FAI 5
Tunnel
Slide
Cr.
O.S.H.D. Maint. Sta.
Riprap Stockpile Site
Plant Setup Area
Prospective
Summit
Siskiyou Station Interchange
Tunnel
Summit
HWY
PACIFIC
Gulch
Cole
Bear
COLESTIN
- To Ashland
- To Ashland FAP 3 ROGUE VALLEY HWY
S. Ashland Interchange
T. 39 S. T. 40 S.
R. 2 E. R. 1 E.
T. 40 S. T. 41 S.
BEGINNING OF PROJECT I-5-1(92)00
Sta. 204 + 78.70
END OF PROJECT I-5-1(92)00
Sta. 814 + 35.51

S U M M A R Y

NOT REVISED AS CONSTRUCTED
8721 CONTRACT 10-18-79

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Furnishing Field Laboratory	All	All
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Sketch Map
Scale 0 ——— 1 Mile

OREGON TRANSPORTATION COMMISSION

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Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TR
Fred B. Klaboe	ASSISTANT

8472

DES 9-5

ROAD DESIGN SECTION

March 1, 1982

John Earley
Public Affairs Officer

J. H. Versteeg
Road Design Engineer

News Release - February 10, 1982
Truck Inspection Program

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

This News Release is not accurate in reporting truck use on the I-5 Truck Escape Ramp in the Siskiyous of 61 in 1979, 12 in 1980 and 10 in 1981. Prior to 1980 Maintenance reported all trucks entering the ramp. In 1980 and 1981 they reported only those trucks that traveled 250 feet or further into the truck escape ramp. Trucks traveling less than 250 feet were not reported because they were not in any real trouble so are not a part of the record.

The number of truck uses reported for 1980 and 1981 in the News Release were low by at least 40 per year in comparison with 1979.

JHV:rw

cc: Bob Hamilton
Adrian Olson

8472

L.

June 17, 1981

St. Paul Fire & Marine Insurance Company
500 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#8472

Gentlemen:

A post-final payment for $75,000 will be made to S. D. Spencer & Son on Contract No. 8472 for work on the South Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $5,930,902.81 including the post-final payment. Of the total $99,507.78 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98668

bc: C. T. Keasey
Walt Hart
A. Shirley

8472

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-81	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1	6-2-81	Project Number I-F-5-1(91)00

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 15, 1977,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,864,082	$ 6,490,082
Federal funds	6,315,006 042 $ 15,274 010	5,965,006 042 $ 15,274 010
Other revisions		

This modification is made for the following reasons: To reflect an underrun in final costs and release $350,000 in Appn Code 042 funds for use on other urgent construction projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Gen. file

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. I-F-5-1(91)00 Safety

S. Ashland Int.-California St. Line Section
Pacific Highway in Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 204+78.70 to Sta. 814+35)

Subtotal on previous estimate of March 8, 1977	$5,854,091.22

Previous Estimate

Flagmen	8,000 Hour	18.20	$ 145,600.00
Aggregate Shoulders	52,900 Ton	4.85	253,920.00
Class "B" Asphalt Concrete Mixture	134,100 Ton	6.58	882,378.00
Class "B" or Class "C" Asphalt Mixture in Leveling	21,400 Ton	6.58	140,812.00
Asphalt Cement in Mixture	12,560 Ton	84.00	$1,055,040.00
			$2,477,750.00

Revised Estimate

Flagmen	2,900 Hour	18.20	$ 52,780.00
Aggregate Shoulders	36,000 Ton	4.85	174,600.00
Class "B" Asphalt Concrete Mixture	141,700 Ton	6.58	932,386.00
Class "B" or Class "C" Asphalt Mixture in Leveling	Deleted by PA 9		----
Asphalt Cement in Mixture	11,450 Ton	84.00	961,800.00
			$2,121,566.00
		DECREASE	$ 356,184.00
		SUBTOTAL	$5,497,907.22
		Engineering	713,945.78
		TOTAL	$6,211,853.00

Structures

Total for structures same as previous estimate of March 8, 1977 $ 260,426.00

Primary Funding

Total for structures same as previous estimate of March 8, 1977 $ 17,803.00

Length of Roadway ------------ 11.031 miles
Length (No . Work Area)------- 0.322 mile
Length (3 Strs., Exceptions)-- 0.093 mile
TOTAL LENGTH 11.446 miles

Cost of roadway per mile------$563,126.91

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Federal Funds	State Funds
Roadway	92.24	$6,211,853.00	$5,724,790.00	$487,063.00
Structures	92.24	260,426.00	240,216.00	20,210.00
Primary Funds	85.80%	17,803.00	15,274.00	2,529.00
TOTALS		$6,490,082.00	$5,980,280.00	$509,802.00

Group 1 100% Group 2 0%
Contract No. 8472
Prefix 615-1086

84.721

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-95 + 3-96	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-15-77	STATE Oregon COUNTY Jackson PROJECT NO. I-F-5-1(91)000

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Ashland Int.-California St. Line Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-77	11.446
OTHER *(Specify)*		

FUNDS Pro rata 92.24% and 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 6,864,082	FEDERAL FUNDS $ 6,330,280

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

for G. L. Green *(Division Engineer)*

Date executed by Division Engineer MAR 15 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, March 8, 1977

Federal-aid Project
No. I-F-5-1(91)000 Safety

S. ASHLAND INT.-CALIFORNIA ST. LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 204+78.70 to Sta. 814+35)

Furnishing Field Laboratory	1	only	3,500.00	$ 3,500.00
Mobilization	All	Required		436,000.00
Temporary Protection and Direction of Traffic	All	Required		50,725.00
Temporary Signs	3,000	sq.ft.	5.40	16,200.00
Temporary Barricades	16	only	130.00	2,080.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	1,250	lin.ft.	7.20	9,000.00
Temporary Guard Rail	250	lin.ft.	14.00	3,500.00
Temporary Concrete Barrier	10,700	lin.ft.	10.37	110,959.00
Moving Temporary Concrete Barrier	10,425	lin.ft.	2.50	26,062.50
Temporary Plastic Safety Markers	4	only	150.00	600.00
Flagmen	8,000	hour	18.20	145,600.00
Oversize Advance Construction Signs	2	only	4,000.00	8,000.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		40,000.00
Ditch Excavation	1,390	cu.yd.	4.50	6,255.00
General Excavation	135,620	cu.yd.	3.33	451,614.60
Extra for Selected Embankment Material	9,855	cu.yd.	1.35	13,304.25
Rock Ditch Protection	13,410	cu.yd.	6.76	90,651.60
Trench Excavation	6,780	cu.yd.	14.00	94,920.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Watering	2,600	M-gal.	8.00	20,800.00
Arrester Bed Surfacing	3,700	ton	10.00	37,000.00
Aggregate Shoulders	52,900	ton	4.85	253,920.00
Construct Shoulder Slopes, Salvaged Materials	11	mile	1,000.00	11,000.00
Cement Treated Subgrade	92,400	sq.yd.	0.65	60,060.00
Cement for Treated Subgrade	3,250	ton	62.60	203,450.00
Class "B" Asphalt Concrete Mixture	134,100	ton	6.58	882,378.00
Class "B" or Class "C" Asphalt Mixture in Leveling	21,400	ton	6.58	140,812.00

Class "E" Asphalt Concrete Mixture	35,120	ton	7.58	$ 266,209.60
Asphalt Cement in Mixture	12,560	ton	84.00	1,055,040.00
Portland Cement or Lime Additive in Class "E" Mixture	350	ton	74.30	26,005.00
Asphalt in Tack Coat	145	ton	160.00	23,200.00
Concrete Ditch Lining	430	sq.yd.	12.00	5,160.00
Hold Down Anchors	4	only	873.00	3,492.00
8-inch Culvert Pipe	50	lin.ft.	6.00	300.00
12-inch Culvert Pipe	354	lin.ft.	6.73	2,382.42
15-inch Culvert Pipe	20	lin.ft.	9.20	184.00
18-inch Culvert Pipe	330	lin.ft.	11.20	3,696.00
24-inch Culvert Pipe	120	lin.ft.	12.10	1,452.00
36-inch Culvert Pipe	24	lin.ft.	24.50	588.00
48-inch Culvert Pipe	58	lin.ft.	36.00	2,088.00
18-inch Irrigation Pipe	36	lin.ft.	11.00	396.00
12-inch Sewer Pipe	5,300	lin.ft.	8.70	46,110.00
15-inch Sewer Pipe	7,270	lin.ft.	9.20	66,884.00
18-inch Sewer Pipe	2,320	lin.ft.	13.00	30,160.00
24-inch Sewer Pipe	160	lin.ft.	12.00	1,920.00
12-inch Slotted Drain Pipe	48	lin.ft.	22.00	1,056.00
Extra for Pipe Under Pavement	10,070	lin.ft.	7.80	78,546.00
Concrete Manholes	5	only	1,000.00	5,000.00
Concrete Inlets, Type B	4	only	250.00	1,000.00
Concrete Inlets, Type G-1 Modified	22	only	410.00	9,020.00
Concrete Inlets, Type G-2	111	only	460.00	51,060.00
Concrete Inlets, Type G-2M	24	only	465.00	11,160.00
Concrete Inlets, Type M-E	5	only	655.00	3,275.00
Concrete Inlets, Type M-E Modified	37	only	677.00	25,049.00
6-inch Drain Pipe	780	lin.ft.	3.20	2,496.00
8-inch Drain Pipe	7,310	lin.ft.	4.10	29,971.00
12-inch Drain Pipe	40	lin.ft.	5.50	220.00
Special Filter Material in Drains	1,990	cu.yd.	10.80	21,492.00
Debris Rack, Type A	6	only	1,454.00	8,724.00
Debris Rack, Type B	3	only	2,877.00	8,631.00
Steel Rail Retaining Wall	150	lin.ft.	47.00	7,050.00
Guard Rail, Type 2A	90,262	lin.ft.	4.00	361,048.00
Guard Rail, Type 2A with Channel Rail	20,400	lin.ft.	8.00	163,200.00
Guard Rail, Type 3	263	lin.ft.	11.85	3,116.55
Guard Rail, Type 3 with Channel Rail	25	lin.ft.	15.00	375.00
Metal Median Barrier	1,365	lin.ft.	13.80	18,837.00
Median Barrier Connection	6	only	450.00	2,700.00
Extra for 8-foot Posts	2,210	only	7.00	15,470.00
Guard Rail Anchors, Type 1	21	only	145.00	3,045.00
Guard Rail Anchors, Type 2	31	only	190.00	5,890.00
Extra for Guard Rail Bridge Connections	14	only	250.00	3,500.00

Rail End Pieces, Type A	26 only	12.00	$ 312.00
Rail End Pieces, Type C	20 only	85.00	1,700.00
Type 2 Fence	1,725 lin.ft.	1.50	2,587.50
Extra for Asphalt Ditch Lining	375 sq.yd.	5.40	2,025.00
Concrete Barrier	16,840 lin.ft.	6.33	106,597.20
Special Concrete Barrier	1,250 lin.ft.	47.00	58,750.00
Structure Excavation	120 cu.yd.	19.50	2,340.00
Special Wall Backfill	400 cu.yd.	10.80	4,320.00
Paved Culvert End Slopes	765 sq.ft.	7.00	5,355.00
Drainage Curbs	28,280 lin.ft.	1.15	32,522.00
Loose Riprap, Class 700	190 cu.yd.	12.00	2,280.00
Delineators	600 only	11.75	7,050.00
Adjusting Inlets	33 only	173.00	5,709.00
Special Grates for Adjusted Inlets	8 only	130.00	1,040.00
Roadside Seeding and Mulching	11 acre	477.00	5,247.00
Signing			
Removal of Existing Sign Installations	All Required		4,100.00
Wood Sign Posts	All Required		2,700.00
Sign Support Footings	All Required		11,800.00
Breakaway Sign Posts	All Required		12,900.00
Single Posts Breakaway	All Required		1,600.00
Exit Number Sign Supports	All Required		1,300.00
Type "A" and "B" Signs in Place	526 sq.ft.	12.50	6,575.00
Type "C", "D" and "V" Signs in Place	922 sq.ft.	6.50	5,993.00
Type "F" and "G" Signs in Place	36 sq.ft.	5.50	198.00
Move and Modify Existing Signs	All Required		4,100.00
			$5,803,691.22
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 8,000.00
Stage Construction Striping (S.F.)	All Required		15,000.00
Remove Pavement Striping (Existing and Stage) (S.F.)	All Required		6,000.00
Temporary Erosion Control (E.W.)	All Required		15,000.00
On-the-Job Trainees (8 at $800) (E.W.)	All Required		6,400.00
			$ 50,400.00
	Subtotal		$5,854,091.22
	Engineering		731,761.78
	Total		$6,585,853.00

Type Code X281
Colestin O'xing (Br. #9260A)(Sta. LS 569+88.96 to Sta. LS 571+27.44)

Bridge Removal Work	All Required		$ 6,018.00
Shoring, Cribbing, Etc.	All Required		2,930.00
Structure Excavation	80 cu.yd.	16.30	1,304.00
Structure Excavation Below Elevation Shown	10 cu.yd.	32.20	322.00
Structural Concrete, Class 3300 (60 cu.yd.)	All Required		21,657.00
Structural Concrete, Class 4000 (35 cu.yd.)	All Required		12,096.00
40'/45' Type 2 Prestressed Beams	1 only	3,232.00	3,232.00
45'/50' Type 2 Prestressed Beams	2 only	3,482.00	6,964.00
Reinforcement (18,500 lb.)	All Required		5,412.00
8-inch Culvert Pipe	15 lin.ft.	25.00	375.00
Expansion Joint	217 lin.ft.	19.70	4,274.90
Class 1 Preparation (#9260A)	1,180 sq.yd.	8.60	10,148.00
P.C. Concrete Deck Overlay (#9260A)	1,375 sq.yd.	23.30	32,037.50
			$ 106,770.40

Type Code X281
Siskiyou Station Br. #9259 (Sta. 531+82 to 534+16 S.B.)

Class 1 Preparation (#9259)	1,575 sq.yd.	8.60	$ 13,545.00
P.C. Concrete Deck Overlay (#9259)	1,575 sq.yd.	23.30	36,697.50
			$ 50,242.50

Type Code X281
Siskiyou Station Br. #9259A (Sta. 532+49.30)

Class 1 Preparation (#9259A)	935 sq.yd.	8.60	$ 8,041.00
P.C. Concrete Deck Overlay (#9259A)	935 sq.yd.	23.30	21,785.50
			$ 29,826.50

Type Code X081
Neil Creek Br. #9184 (Sta. 262+86 to Sta. 264+26)

Membrane Waterproofing (#9184)	1,330 sq.yd.	15.00	$ 19,950.00
			$ 19,950.00

Type Code X781
State Line Interchange Br. #9312 (Sta. LS 764+01.75)

Membrane Waterproofing (#9312)	1,395 sq.ft.	15.00	$ 20,925.00
Expansion Joint and Paving Dam (#9312)	52 lin.ft.	72.60	3,775.20
			$ 24,700.20
	Subtotal		$ 231,489.60
	Engineering		28,936.40
	Total		$ 260,426.00

Primary Funding
Type Code X281
Siskiyou Station Br. #9259 (Sta. 531+82 to Sta. 534+16 S.B.)

Class 2 Preparation (#9259)	110 sq.yd.	35.30	$ 3,883.00

Type Code X281
Siskiyou Station Br. #9259A (Sta. 532+49.30)

Class 2 Preparation (#9259A)	65 sq.yd.	35.30	$ 2,294.50

Type Code X281
Colestin O'xing (Br. #9260A)(Sta. LS 569+88.96 to Sta. LS 571+27.44)

Class 2 Preparation #9260A	85 sq.yd.	35.30	$ 3,000.50
			$ 9,178.00

Anticipated Items

Class 3 Preparation of Bridge Decks	All Required		7,000.00
	Subtotal		$ 15,825.00
	Engineering		1,978.00
	Total		$ 17,803.00

Work Retained in Program Status
(Not included in totals below.)

Slide Correction (E.W.)	All Required	$ 25,000.00
Permanent Signing for Truck Escape Ramp (E.W.)	All Required	60,000.00
Monitoring Blasting Shock Vibrations (S.F.)	All Required	10,000.00
Monitor Escape Ramp	All Required	25,000.00
Median Barrier Delineation (E.W.)	All Required	1,600.00
Remove and Reinstall Mile Posts (S.F.)	All Required	600.00
Slope Indicators (S.F.)	All Required	5,000.00
Install Drainage, Counterbalance Area (E.W.)	All Required	5,000.00

Length of Roadway - - - - - - -	11.031 Miles
Length (No Work Area) - - - - -	0.322 Mile
Length (3 Strs., Exceptions)- -	0.093 Mile
Total Length - - - - - - -	11.446 Miles
Cost of Roadway Per Mile- - - -	$597,031.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (92.24%)	$6,585,853	$6,074,790	$511,063
Structures (92.24%)	260,426	240,216	20,210
Primary Funding (85.80%)	17,803	15,274	2,529
Totals	$6,864,082	$6,330,280	$533,802

Group 1 - 100%; Group 2 - 00%

Contract No. 8472

Prefix No. 615-1086

S. ASHLAND INT.-CALIF. ST. LINE
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 10,000.00

8472

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 11, 1981

In Reply Refer to
File No.:

J. F. Caraway
Chief, Design Bureau
State of Alabama
Highway Department
Montgomery, Alabama 36130

Dear Mr. Caraway:

Re: Truck Escape Ramps
-5.2% Downgrade
Siskiyou Mountains

Three years ago, we opened a truck escape ramp on the I-5 Freeway in southern Oregon. At the time, the ramp was unique in that it was constructed on a minus grade (-5.2%). There was considerable concern that an escape ramp on this steep a grade would not stop the runaway trucks and that they would run off the end of the ramp with disastrous results.

After three years of operation, we can report that the Siskiyou Truck Escape Ramp built on a -5.2% grade works fine. Heavily loaded trucks (75,000 pounds) traveling at high speeds (75 mph) can be safely stopped in 500- to 600-feet. This can be done with only minor damage ($50 average) to the trucks and without injury to the driver operator. Partially loaded trucks traveling at a high rate of speed do not penetrate the aggregate bedding material as well and, as a result, travel 40- to 50% farther before stopping.

In response to the questions in your January 26th letter, the following is submitted:

1 - Construction details and estimated quantities are shown on plan sheet 2B of the enclosed plans. Anchor costs are difficult to estimate; somewhere between $500 and $1000 each.

2 - The arrester bed is 1,200-feet long and 18-inches deep throughout. The entrance to the arrester bed is on the same profile grade as the paved approach, therefore, no taper is visible.

Form 734-3122

3 - No "last chance device" is used on this escape ramp. To date, all runaway trucks have stopped well before the end of the bed. We did construct a re-entry ramp terminal at the end of the ramp using interstate design standards. So far it has not been used.

4 - The ramp is 26-feet wide which has been satisfactory to date; however, a somewhat wider ramp may be desirable to provide a safety margin for use of more than one truck at a time. This does happen occasionally on some of our other ramps.

5 - A lighted sign at the entrance to the arrester bed is the only illumination used. Standard delineators (paddle boards with white reflectors) are located along the arrester bed adjacent to the access road.

In addition, we volunteer the following comments:

1 - Truck drivers report no loss of steering control upon entering the aggregate beds so trucks normally travel a straight path until they come to a stop.

2 - Removal of the trucks from the arrester bed is not a problem with adequate anchors, heavy duty wreckers, and parallel service roads. (Average cost $100-$150.)

3 - The aggregate quality and size are critical. The rocks must be round and as nearly the same size as practical.

We are enclosing the requested construction plans for the OR-58, Willamette Pass, ramp. However, the FHWA-TS-79-201 report, page B-2, is in error. The correct information given for this ramp is on page 23 of that report.

Enclosed is the following information on the Siskiyou Truck Escape Ramp which is built on a -5.2% grade and is the information that we feel would be most helpful.

A. Informational data sheet.

B. Experience curve (120 trucks reported).

C. Use chart, February, 1978-February, 1980.

D. Plan, profile, and cross-section sheet.

E. Calculation sheets for stopping distances.

F. Copies of three pictures of the ramp in use.

G. Truck Escape Ramp test summary.

H. Escape ramp use report.

I. 1978 report on design and testing.

J. Contract plans and specifications for the Siskiyou Truck Escape Ramp.

In closing, there is no doubt that carefully designed and constructed truck escape ramps on minus grades (1% through 5%) will stop runaway trucks safely.

We are glad to share the enclosed information with you and hope that it will be of value. If I can be of further assistance, please don't hesitate to call.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:ab
cc: Russ Cowan
AASHTO
Federal Highway Administration
Washington, D.C. 20590

A

Siskiyou Truck [illegible]
So. Ashland Interchange-California State Line Section
Pacific Highway (I-5 Freeway)
Jackson County, OREGON
April, 1980

1980 traffic, northbound lanes = 4600 ADT, 27% heavy trucks.

Truck escape ramp opened February 1978.

Ramp cost: $245,000 (1977 dollars).

Ramp location: 5 miles below summit.

Ramp grade: -5.2%.

Freeway grade: -5.2%.

Arrester bed: 1200 feet long, 26 feet wide, 18 inches deep.

Material: Special pea gravel - 1/2 inches to 3/4 inches (rounded).

Average use: Approximately 1 truck per week.

Cost to repair ramp: Averages $25 per truck (Maintenance Forces).

Charges to remove truck from arrester bed (by private wrecker company): Averages $90 per truck (2 hours x $45 per hour).

Maximum damage to truck to date: $50.

COMMENTS:

The escape ramp is located in an area subject to occasional snow, ice, and a daily freeze/thaw cycle during the winter. However, no problems with the arrester bed freezing have been experienced to date. The material is clean and the ramp has good drainage system.

DESIGN CONSIDERATIONS:

1. Proper drainage of the arrester bed material is critical to the effective operation of the ramp in snow zones.

2. The surfacing material used in the arrester bed should be clean and of uniform gradation. It appears material should be rescreened on a 3-year cycle.

3. The ramp entrance should be highly visible and easily accessible to the driver of a runaway truck.

4. Advance signing is critical to inform a driver of the ramp's location.

5. The aggregate in the arrester bed should be maintained smooth to prevent vehicle bounce, damages to steering and possible loss of control.

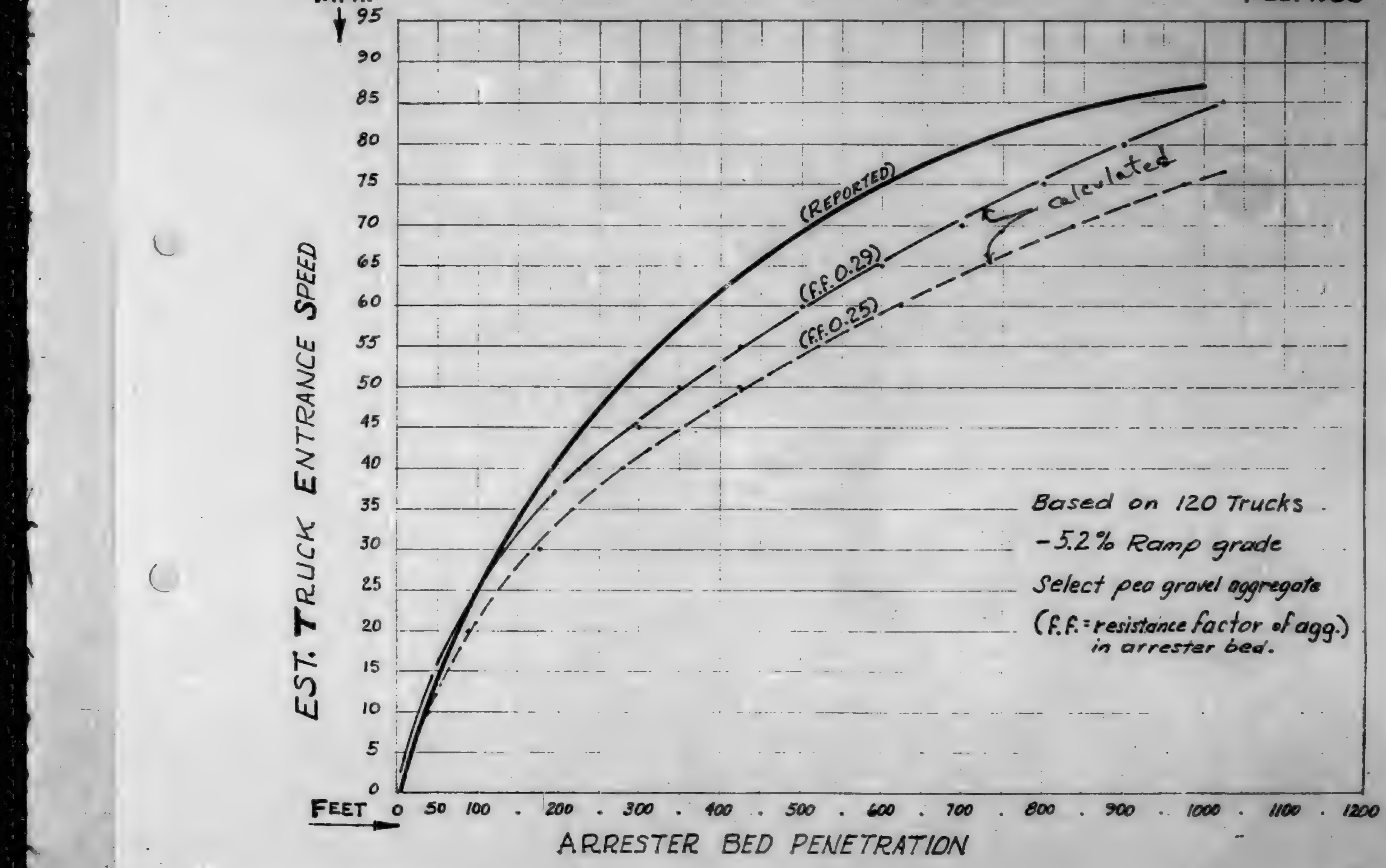
6. Wrecker anchors are needed to assist the tow truck in removing a truck from the arrester bed.

7. A service road adjacent to the arrester bed is necessary for use by the wreckers and maintenance forces.

SISKIYOU TRUCK ESCAPE RAMP
EXPERIENCE CURVE

13 OREGON I-5 FRWY.

Feb. 1978 thru
Feb. 1980



Based on 120 Trucks

-5.2% Ramp grade

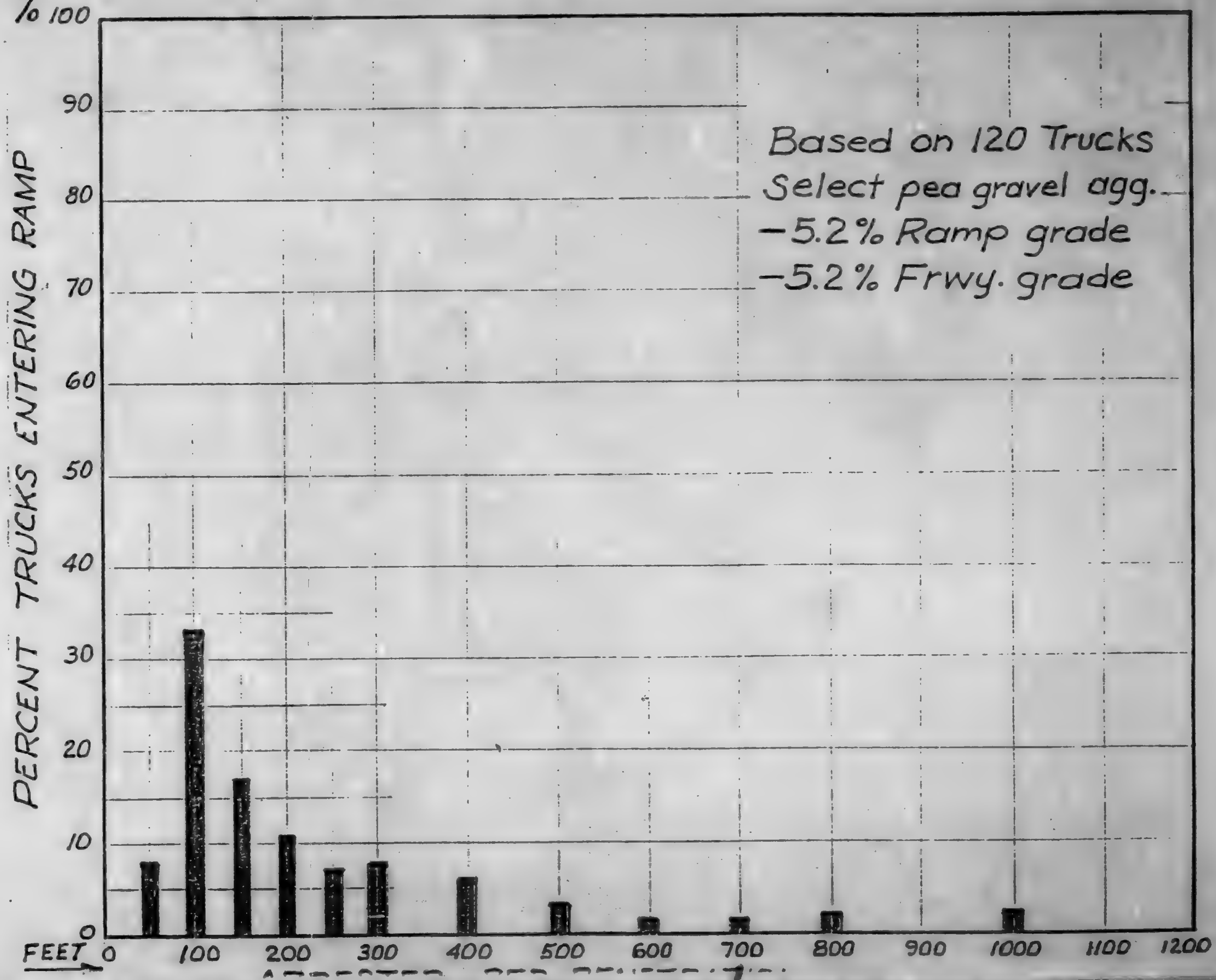
Select pea gravel aggregate

(F.F. = resistance factor of agg.) in arrester bed.

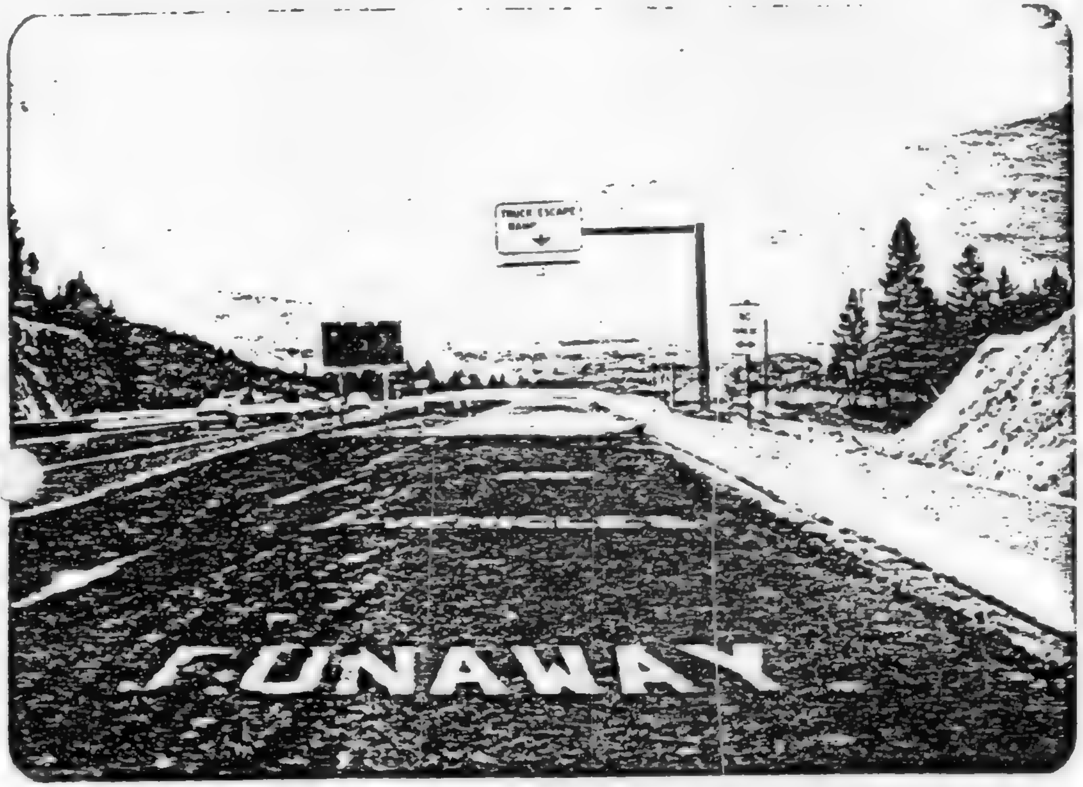
SISKIYOU TRUCK ESCAPE RAMP
USE CHART

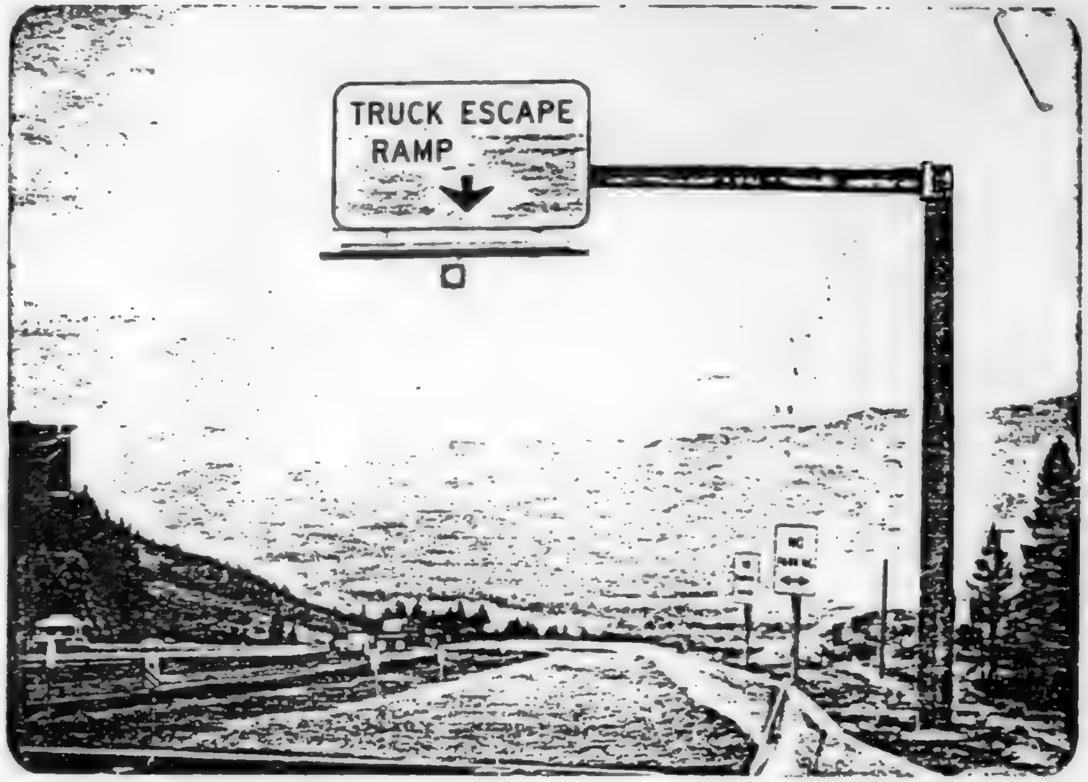
OREGON I-5 FRWY.

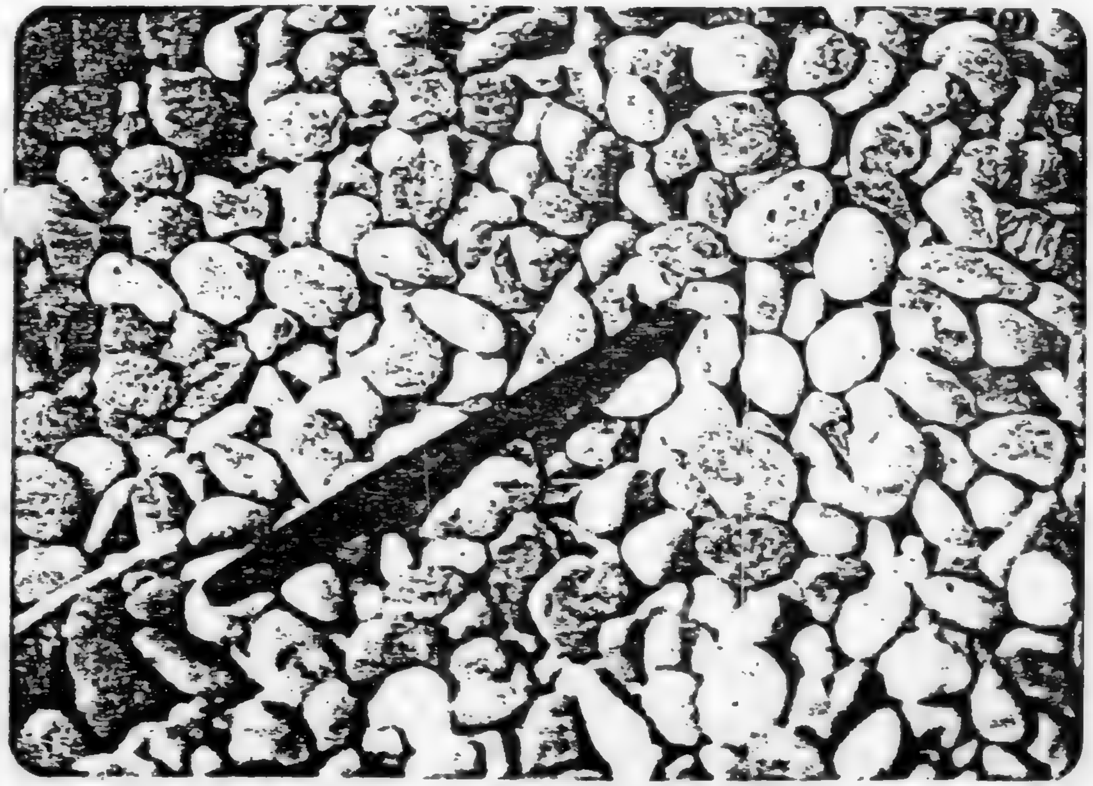
Feb. 1978 thru
Feb. 1980

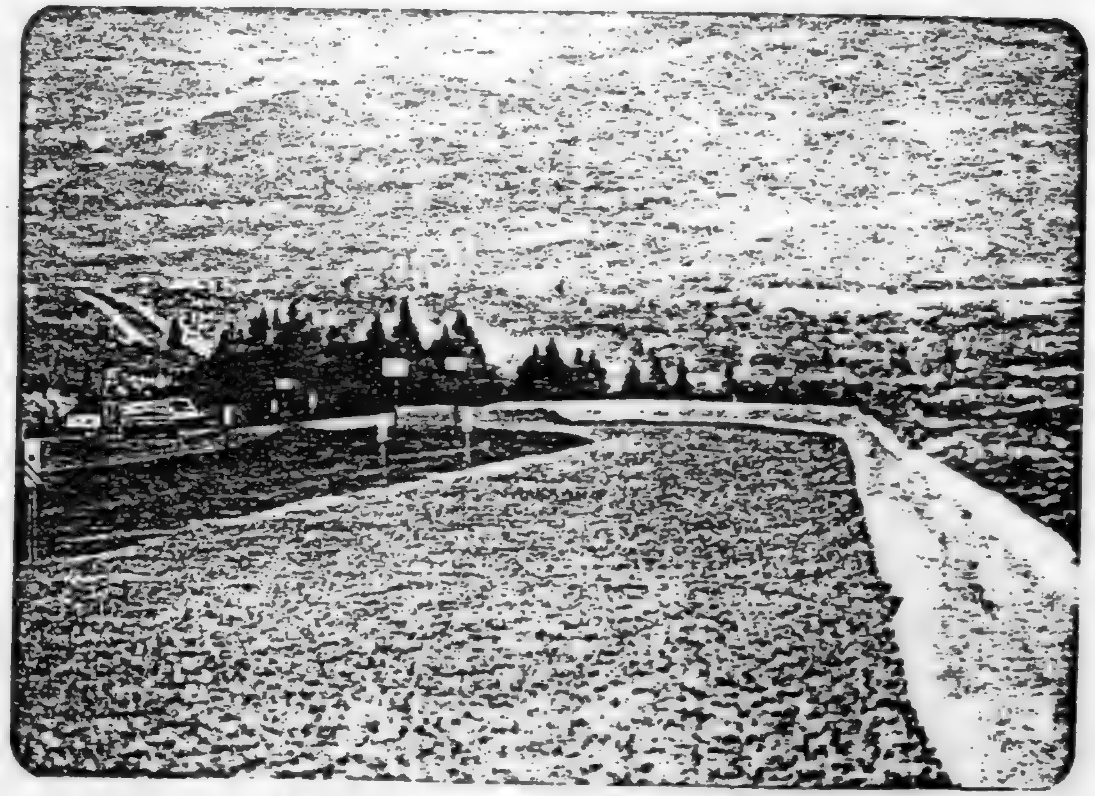


Based on 120 Trucks
Select pea gravel agg.
−5.2% Ramp grade
−5.2% Frwy. grade


TRUCK ESCAPE RAMP
RUNAWAY

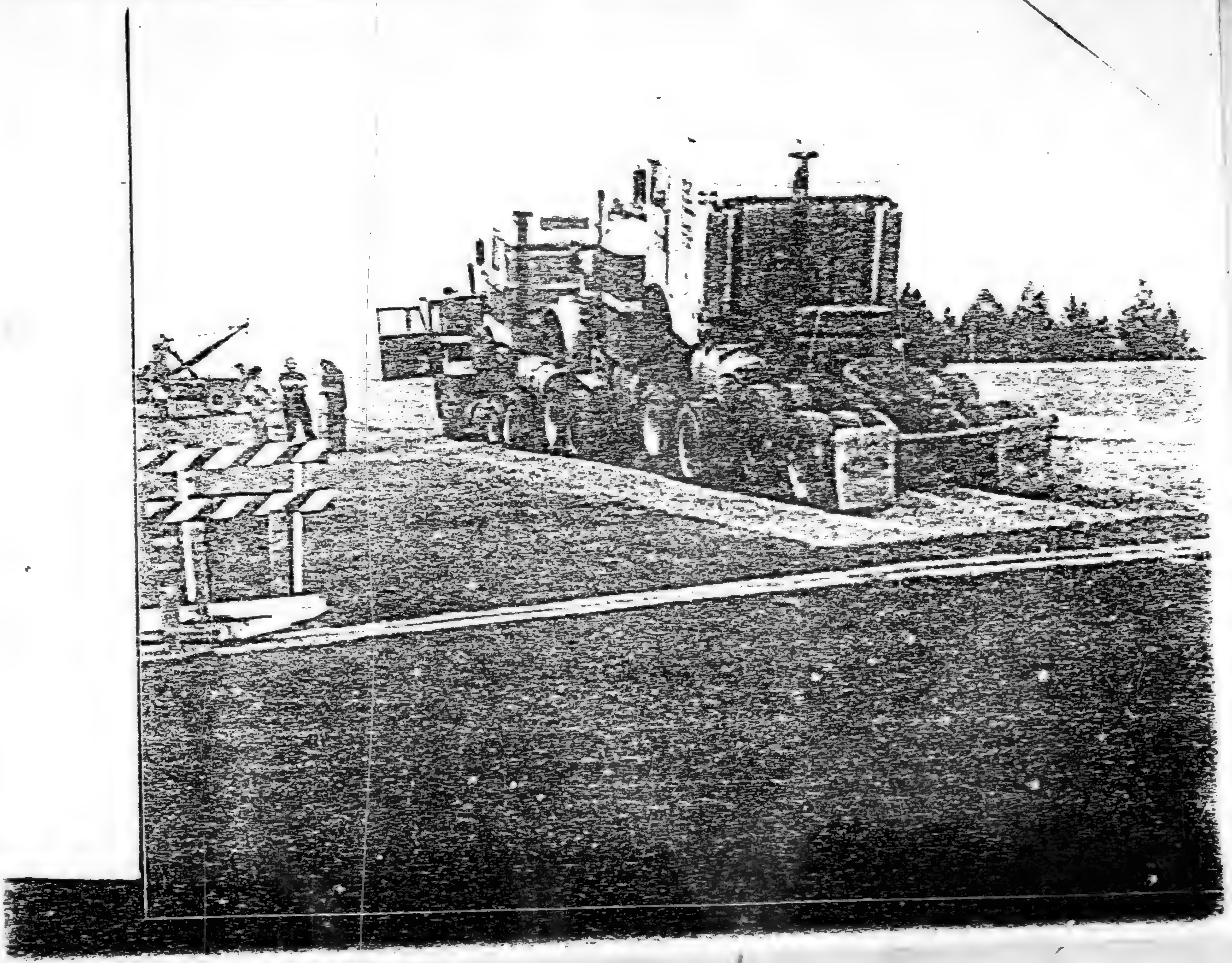

TRUCK ESCAPE RAMP





[illegible] Truck Escape Ramp

F



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eder
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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

10/1 1979 to 10/15 1979

RECEIVED
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig
OCT 19 1979
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up ___/___
Action

E F	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
own	5 T	unknown	80 MPH	960'	Brake Failure	30.00	None	Over weekend	Estimate brake failure with a light load due to distance travelled. Tracks were not deep. No contact with operator.
wn	Ukn	Unknown	60 MPH	460'	Brake Failure	30.00	None	Over weekend	Est. heavy load. Tracks deep. No contact with operator. All items shown are estimates
own	2	Unknown	20 MPH	1000'	Vandalism	25.00	None	Over weekend	Tracks were wide and shallow. Just a vandalism drive through.
	5 T	Unknown	30 MPH	300'	Brake failure	25.00	None	7:00 AM	No contact with operator.
up	2	Unknown	30 MPH	125'	Unknown	15.00	None	Early A.M.	No contact with operator.
er l cle	2	Unknown	40 MPH	36'	Driver error	15.00	None	Late P.M.	Driver used brakes to stop. Had deep ridges. No contact with operator.
l cle	2	Unknown	20 MPH	95'	Driver error	20.00	None	Late P.M.	No contact with operator
	2	Unknown	30 MPH	120'	Driver error	15.00	None	1:00 P.M	Did not see signs
	5 T	Unknown	15 MPH	85'	Brake Failure	20.00	None	Early A.M.	No contact with operator.
	5 T	Unknown	15 MPH	90'	Brake Failure	20.00	None	Early A. M.	No contact with operator
up- ity	4	Unknown	20 MPH	100'	Driver error	15.00	None	3:30 P.M.	No contact with operator

CC: J. H. Versteeg
J. X. Wilson
R. L. Schroeder
J. C. Jenkins
Bill Maude

I

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

10/1 1979 to 10/15 1979

Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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OCT 19 1979
ROAD DESIGN SECTION

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SO LOST ALL BRAKES, WEATHER, UNUSUAL CES, ETC.
313	10/1	Unknown	5 T	unknown	80 MPH	960'	Brake Failure	30.00	None	Over weekend	Estimate brake failure with a light due to distance travelled. Tracks deep. No contact with operator
4	10/1	Unknown	Ukn	Unknown	60 MPH	460'	Brake Failure	30.00	None	Over weekend	Est. heavy load. Tracks deep. No with operator. All items shown are estimates
315	10/1	Unknown	2	Unknown	20 MPH	1000'	Vandalism	25.00	None	Over weekend	Tracks were wide and shallow. Just vandalism drive through.
316	10/2	Semi	5 T	Unknown	30 MPH	300'	Brake failure	25.00	None	7:00 AM	No contact with operator.
317	10/4	Pickup with camper	2	Unknown	30 MPH	125'	Unknown	15.00	None	Early A.M.	No contact with operator.
318	10/6	Small vehicle	2	Unknown	40 MPH	36'	Driver error	15.00	None	Late P.M.	Driver used brakes to stop. Had d ridges. No contact with operator.
319	10/7	Small vehicle	2	Unknown	20 MPH	95'	Driver error	20.00	None	Late P.M.	No contact with operator
320	10/11	2 dr. car	2	Unknown	30 MPH	120'	Driver error	15.00	None	1:00 P.M	Did not see signs
321	10/12	Semi	5 T	Unknown	15 MPH	85'	Brake Failure	20.00	None	Early A.M.	No contact with operator.
322	10/15	Semi	5 T	Unknown	15 MPH	90'	Brake Failure	20.00	None	Early A. M.	No contact with operator
323	10/15	Pickup-Utility Trlr.	4	Unknown	20 MPH	100'	Driver error	15.00	None	3:30 P.M.	No contact with operator

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

10/16 1979 to 10/31 1979

E	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
	5 T	20,000	40mph	185'	Driver error	20.00	None	12:10pm	Driver error: just drove into ramp. Said he made a wrong turn.
	2	4,000	40mph	85'	Driver error	10.00	None	9:00pm	Driver error
	2	4,000	40mph	30'	Driver error	5.00	None	7:00pm	Driver error
	2	4,000	30mph	600'	Vandalism	20.00	None	late pm	Vandalism
	5 T	Unknown	50mph	170'	Brake failure	20.00	None	late pm	Brake failure
	5 T	Unknown	40mph	85'	Brake failure	10.00	None	late pm	Brake failure

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Anderson
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105T

cc: J H Versteeg ✓
J X Wilson
R L Schroeder
J C Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

10/16 1979 to 10/31 1979

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS: LOST SOM LOST ALL BRAKES, WEATHER, UNUSUAL C CES, ETC.
324	10/18	Semi 40'	5 T	20,000	40mph	185'	Driver error	20.00	None	12:10pm	Driver error: just drove into ramp he made a wrong turn.
3	10/22	Car	2	4,000	40mph	85'	Driver error	10.00	None	9:00pm	Driver error
326	10/23	Car	2	4,000	40mph	30'	Driver error	5.00	None	7:00pm	Driver error
327	10/24	4WD	2	4,000	30mph	600'	Vandalism	20.00	None	late pm	Vandalism
328	10/27	Semi	5 T	Unknown	50mph	170'	Brake failure	20.00	None	late pm	Brake failure
329	10/28	Semi	5 T	Unknown	40mph	85'	Brake failure	10.00	None	late pm	Brake failure

I Versteeg ✓
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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

11/1 1979 to 11/15 1979

# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
T 5	Unknown	30mph	120'	Unknown	10.00	None	Early Evening	No contact with operator.
2	Unknown	30mph	150'	Vandalism	10.00	None	Early Evening	Vandalism by 4 WD.
2	Unknown	30mph	50'	Went to sleep	10.00	None	5:00am	Went to sleep, drove in.
T 5	Unknown	30mph	15 750'	Hot Brakes	20.00	None	?	Brakes getting hot.
T 5	Unknown	25mph	150'	Hot Brakes	15.00	None	?	Brakes getting hot.
2	Unknown	25mph	375'	Vandalism	15.00	None	Early pm	Vandalism by 4 WD
T 5	70,000	20mph	65'	Brake Failure	15.00	None	5:00am	Brakes were hot; he was scared.
2	Unknown	45mph	60'	Misread signs	15.00	none	2:00	Said signs are confusing. In particular, the sign with both Escape Ramp & Rest Area on it. Looks like some road serves both.

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Anderson
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cc: [illegible]
J X Wilson
R L Schroeder
J C Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

11/1 1979 to 11/15 1979

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR. WEIGHT	(est) VEHICLE SPEED	FR. AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SO LOST ALL BRAKES, WEATHER, UNUSUAL CES, ETC.
330	11/4	Semi	5 T	Unknown	30mph	120'	Unknown	10.00	None	Early Evening	No contact with operator.
331	11/8	4 WD	2	Unknown	30mph	150'	Vandalism	10.00	None	Early Evening	Vandalism by 4 WD.
332	11/11	Pickup	2	Unknown	30mph	50'	Went to sleep	10.00	None	5:00am	Went to sleep, drove in.
333	11/12	Semi	5 T	Unknown	30mph	15 750'	Hot Brakes	20.00	None	?	Brakes getting hot.
33	11/12	Truck & Trailer	5 T	Unknown	25mph	150'	Hot Brakes	15.00	None	?	Brakes getting hot.
335	11/13	4 WD	2	Unknown	25mph	375'	Vandalism	15.00	None	Early pm	Vandalism by 4 WD
336	11/15	Semi	5 T	70,000	20mph	65'	Brake Failure	15.00	None	5:00am	Brakes were hot; he was scared.
37	11/15	Motor Home	2	Unknown	45mph	60'	Misread signs	15.00	none	2:00	Said signs are confusing. In pa the sign with both Escape Ramp & on it. Looks like some road serv

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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. 1, MP 9.85

12/1 1979 to 12/15 1979

# AXLES	VEHICLE GR. WEIGHT	(est) VEHICLE SPEED	FR. AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
2	Unknown	20mph	15'	misread signs	5.00	None	1:30pm	Driver misread signs. Thought she was going into Rest Area.
5 T	Unknown	30mph	75'	hot brakes	15.00	None	10:00pm	Brake failure
5 T	80,000	50mph	220'	hot brakes/ jakes failed	30.00	None	4:00pm	Brake failure
5 T	76,000	20mph	130'	hot brakes	20.00	None	8:30pm	Brake failure on trailer
5 T	76,600	50mph	230'	broken air line	20.00	None	4:30am	Broken air line on tractor
5 T	75,000	65mph	700'	brakes faded	30.00	None	12:30pm	Driver said he was glad the ramp was there. He didn't think ramp would stop him.
5 T	Unknown	40mph	90'	brakes faded	30.00	None	1:00pm	Brakes hot, too much speed.

cc: J H Versteeg
J X Wilson
R L Schroeder
J C Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

12/1 1979 to 12/15 1979

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NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR. WEIGHT	(est) VEHICLE SPEED	FR. AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST LOST ALL BRAKES, WEATHER, UNUSU CES, ETC.
338	11/19	car	2	Unknown	20mph	15'	misread signs	5.00	None	1:30pm	Driver misread signs. Thought she into Rest Area.
339	11/19	semi	5 T	Unknown	30mph	75'	hot brakes	15.00	None	10:00pm	Brake failure
340	11/20	semi	5 T	80,000	50mph	220'	hot brakes/ jakes failed	30.00	None	4:00pm	Brake failure
341	11/27	semi	5 T	76,000	20mph	130'	hot brakes	20.00	None	8:30pm	Brake failure on trailer
342	11/28	semi	5 T	76,600	50mph	230'	broken air line	20.00	None	4:30am	Broken air line on tractor
343	11/28	semi	5 T	75,000	65mph	700'	brakes faded	30.00	None	12:30pm	Driver said he was glad the ramp didn't think ramp would stop him.
[illegible]	11/30	semi	5 T	Unknown	40mph	90'	brakes faded	30.00	None	1:00pm	Brakes hot, too much speed.

Versteeg ✓
Wilson
Schroeder
Jenkins
Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

I-1 1980 to 3-31 1980

E	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
	5 1	73,000	+60	420'			None	12:30 PM	Started down hill in 11th gear ran out of brakes, from Chicago.
x	2	Unknown	+65	420'			None	1:00 PM	Missed gear, attempted to shift down.
d	5 1	77,000	+80	580'			Broken spot light	7:00 PM	Started down hill in 5th,brakes got hot used ramp.
	5 1	76,000	+40	300'			None	6:00 PM	Started down hill missed gear and got away from him.

1 Versteeg ✓
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CC: J. H. Versteeg ✓
J. X. Wilson
R. L. Schroeder
J. C. Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

1-1 1980 to 3-31 1980

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SO LOST ALL BRAKES, WEATHER, UNUSUAL CES, ETC.
1	2-9	40' Semi	5	73,000	+60	420'			None	12:30 PM	Started down hill in 11th gear ran brakes, from Chicago.
	2-11	Moving Van 18' box	2	Unknown	+65	420'			None	1:00 PM	Missed gear, attempted to shift do
3	2-21	40' Flatbed	5	77,000	+80	580'			Broken spot light	7:00 PM	Started down hill in 5th, brakes go ramp.
4	3-13	40' Box	5	76,000	+40	300'			None	6:00 PM	Started down hill missed gear and from him.

1 Versteeg ✓
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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

9/1/80 to 9/30/80

	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
	5	74,000	70mph	975'	Brake Failure		None	11:30 am	Lost all brakes; low air.
ger	2		50mph	260'				1:30 pm	Thought it was rest area.
& er	3		45mph	185'				11:00 am	Thought it was rest area.

NOTE: Only vehicles travelling 250' or more into the escape ramp are listed above.

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OCT 0 9 1980
ROAD DESIGN SECTION
Versteeg
Anderson
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cc: J. H. Versteeg
J. X. Wilson
R. L. Schroeder
J. C. Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

7/1/80 to 9/30/80

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NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR. WEIGHT	(est) VEHICLE SPEED	FR. AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOM LOST ALL BRAKES, WEATHER, UNUSUAL C CES, ETC.
1	7/18	60'	5	74,000	70mph	975'	Brake Failure		None	11:30 am	Lost all brakes; low air.
2	9/5	Passenger Car	2		50mph	260'				1:30 pm	Thought it was rest area.
3	9/5	Pickup & Trailer	3		45mph	185'				11:00 am	Thought it was rest area.

NOTE: Only vehicles travelling 250' or more into the escape ramp are listed above.

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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

10-1-80 ~~1979~~ to 12-31~~1979~~ 1980

ICLE GTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
0'	5	unknown	55	450'	brake failure		turned over very heavy	8:30 AM	Driver unhurt. lost all brakes
nknown		unknown		500'	unknown				
ar pulling ent railer		unknown		215'	unknown		none	unknown	
				900'	unknown				
0'	5	60,000 to 70,000 lbs	unk	400'	brake failure		none	5:30 am	Lost some brakes. First time over the mountain.

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CC: J. H. Versteeg
J. X. Wilson
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J. C. Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

1980
10-1-80 ~~1979~~ to 12-31~~1979~~

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST LOST ALL BRAKES, WEATHER, UNUSU CES, ETC.
1	10-6	60'	5	unknown	55	450'	brake failure		turned over very heavy	8:30 AM	Driver unhurt. lost all brakes
2	11-5	unknown		unknown		500'	unknown				
3	11-11	car pulling tent trailer		unknown		215'	unknown		none	unknown	
4	12-10					900'	unknown				
5	12-18	60'	5	60,000 to 70,000 lbs	unk	400'	brake failure		none	5:30 am	Lost some brakes. First time o mountain.

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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

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CLE TH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
ni	5	73,000	+60	420'			None	12:30 PM	Started down hill in 11th gear ran out of brakes, from Chicago.
ing Van box	2	Unknown	+65	420'			None	1:00 PM	Missed gear, attempted to shift down.
tbed	5	77,000	+80	580'			Broken spot light	7:00 PM	Started down hill in 5th, brakes got hot used ramp.
x	5	76,000	+40	300'			None	6:00 PM	Started down hill missed gear and got away from him.

1 Versteeg ✓

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CC: J. H. Versteeg ✓
J. X. Wilson
R. L. Schroeder
J. C. Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

1-1 ~~1979~~ 80 to 3-31 1980

	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SO LOST ALL BRAKES, WEATHER, UNUSUAL CES, ETC.
1	2-9	40' Semi	5	73,000	+60	420'			None	12:30 PM	Started down hill in 11th gear ran brakes, from Chicago.
	2-11	Moving Van 18' box	2	Unknown	+65	420'			None	1:00 PM	Missed gear, attempted to shift do
3	2-21	40' Flatbed	5	77,000	+80	580'			Broken spot light	7:00 PM	Started down hill in 5th, brakes go ramp.
4	3-13	40' Box	5	76,000	+40	300'			None	6:00 PM	Started down hill missed gear and from him.

1 Versteeg ✓
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SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

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LE H	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
	5	73,000	+60	420'			None	12:30 PM	Started down hill in 11th gear ran out of brakes, from Chicago.
g n ox	2	Unknown	+65	420'			None	1:00 PM	Missed gear, attempted to shift down.
ed	5	77,000	+80	580'			Broken spot light	7:00 PM	Started down hill in 5th, brakes got hot used ramp.
	5	76,000	+40	300'			None	6:00 PM	Started down hill missed gear and got away from him.

J. X. Wilson
R. L. Schroeder
J. C. Jenkins
Bill Maude

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

1-1 19~~79~~ 80 to 3-31 1980

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SO LOST ALL BRAKES, WEATHER, UNUSUAL CES, ETC.
1	2-9	40' Semi	5	73,000	+60	420'			None	12:30 PM	Started down hill in 11th gear ran brakes, from Chicago.
2	2-11	Moving Van 18' box	2	Unknown	+65	420'			None	1:00 PM	Missed gear, attempted to shift do
	2-21	40' Flatbed	5	77,000	+80	580'			Broken spot light	7:00 PM	Started down hill in 5th, brakes go ramp.
4	3-13	40' Box	5	76,000	+40	300'			None	6:00 PM	Started down hill missed gear and from him.

STATE OF ALABAMA
HIGHWAY DEPARTMENT

MONTGOMERY, ALABAMA 36130

FOB JAMES
GOVERNOR

BOBBY J. KEMP
HIGHWAY DIRECTOR

January 26, 1981

1 Versteeg
Anderson
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JAN 29 1981
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Mr. J. H. Versteeg, Design Engineer
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The State of Alabama Highway Department proposes an emergency escape ramp for runaway heavy vehicles with the following description:

1. Approach grade to ramp (minus 7%)
2. Length of approach to ramp (1.5 miles)
3. Proposed truck speed limit (35 MPH)
4. Proposed grade of escape ramp (minus 1%)
5. Location of proposed escape ramp (bottom of hill)

Report No. FHWA-TS-79-201, Emergency Escape Ramps for Runaway Heavy Vehicles (March 1979 Final Report), shows a list of states that have completed projects of this type. In our review of these completed projects, we find that your State has completed an escape ramp similar to the one we are proposing. The location of the completed escape ramp is as follows:

OR-58, near Willamette Pass WB #1

a. Arrestor Bed
b. Gravel Surface
c. 1300' Long
d. Grade = 0%
e. 1976

It will be greatly appreciated if you could furnish us with a set of prints on the above completed escape ramp and any additional information relative to the following design questions:

1. Design details and cost estimates for wrecker tie down anchors.
2. Design details for depth taper at entrance of bed, i.e., beginning and ending depth, length. Also design depth of ramp.
3. What was used for last chance device at end of ramp, if anything?
4. Width of ramp.
5. What was used for night illumination? Delineators, pavement markers, street lights, or other. Color used for delineators, pavement stripes, etc.

Any information that you can furnish us to assist in the design of our proposed escape ramp will be greatly appreciated.

Yours very truly,

J F Caraway
J. F. Caraway
Chief, Design Bureau

JFC:JMH:HWB

cc:
Mr. John Hubbard
File (3)

8-472

de09-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Medford, OR 97501

January 6, 1981

FILE:

George T. Thornton

FROM: George T. Thornton
District Engineer
Medford, OR

TO: John Jenkins
Engineer of Materials
Salem, OR

SUBJECT: Siskiyou Truck Escape Ramp
Pacific Highway #1
District 8

As per your request following is available details concerning the conditions previous to the October 6, 1980, occurance in which vehicle damage resulted when a runaway truck utilized the Siskiyou escape ramp.

The driver was interviewed but offered little information because, in his words, "Everything happened so fast he wasn't sure what caused the vehicle to turn over".

An investigation by Highway personnel indicates that a vehicle had previously occupied the ramp earlier in the morning and was removed by wrecker at approximately 6:30 A. M. The maintenance crew was not contacted nor were aware of this incident. At approximately 7:30 A. M. the subject vehicle entered the escape ramp at about 55 M.P.H. It entered in a straight line, veered to the right, striking the concrete median rail and then turned over on its left side. It is not known whether the driver attempted to turn and drive out the left side of the ramp, hit his brakes, ran into the previous wheel tracks or let go of the steering wheel which could have caused the lateral movement.

GTT:flk

CC: J. X. Wilson w/attachment
Bill Maude w/attachment
Gordon Beecroft
Hal Versteeg

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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JAN 12 1981
ROAD DESIGN SECTION

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JAN - 9 1981
MATERIALS DIVISION
OFFICE

NOTED
JOHN C. JENKINS

CON 5

November 25, 1980

S. D. Spencer & Son Company
P. O. Box 1807
Vancouver, WA 98668

Attention: Otis P. Jordan

Gentlemen:

Contract Claim
S. Ashland Intchg.-California State Line Section
Contract No. 8472

This is in response to your letter of November 13 concerning my offer of $20,179.34 in settlement of S. D. Spencer's claim for additional cost for General Excavation work on the above project. As stated in my previous letter, my offer is a total amount of $20,179.34 to settle the General Excavation claim in its entirety. The only variable in this offer is stated in the third paragraph of my November 4 letter.

As a part of the $20,179.34 offer, I have offered $3,482.78 plus $696.56 interest for the additional line drilling done on ½:1 slopes in excess of that required for ¼:1 slopes. The quantity of additional line drilling required in the areas of redesigned slopes was determined to be 2,487.7 linear feet, cross section measure, and we feel this quantity to be correct. Any adjustment to the $3,482.78 portion of my offer must be based upon factual data. You may, as requested, meet with Resident Engineer Maude and review the determination of additional line drilling required in the areas of slope redesign; i.e., change from ¼:1 to ½:1 slopes. Slopes in "transition" areas are not included and are not subject to review, since compensation for any work in these areas is included in the lump sum portion of my offer. If you wish to submit data to prove that your line drilling costs exceeded $1.40 per lineal foot, you may do so and it will be considered subject to an audit of your firm's cost records.

No other offer was made or implied in my letter of November 4. The so-called "Compton" claim was denied August 26 as being precluded by Price Agreement No. 29. Hence, subject to the above stated factual review of the quantity and provable costs of line drilling, my total offer of $20,179.34 is in settlement of all claim for additional compensation under this contract, excluding only a possible "Guardrail" claim as provided in Price Agreement No. 29.

Additional factual data concerning line drilling quantities and costs should be submitted to C. T. Keasey, Assistant State Highway Engineer. He will arrange an audit and/or a review meeting as is appropriate.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: C. T. Keasey
Alfred Shirley
William Maude
Jack Sullivan
Jack Sollis

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON CO.

Construction, Trucking and Equipment Rental

P.O. Box 1807
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98668

November 13, 1980

Mr. H. S. Coulter
State Highway Engineer
130 Transportation Bldg.
Salem, Oregon 97310

Re: Contract Claim
S. Ashland Interchange
California State Line Section

Dear Mr. Coulter,

This is to acknowledge and thank you for your letter of Nov. 14, 1980.

Pursuant to the last paragraph of your letter, we would certainly appreciate the opportunity of reviewing our cost records as well as the quantities of line drilling with Mr. Maude.

In addition, thereto, there should be a frank discussion on just what your settlement figure is. On October 31, 1980 I called you and you told me that you were offering a settlement figure of around $30,000.00. This would be somewhat in line with the $20,179.00 of your letter and the $12,300.00 for the "Compton" claim offered in Mr. Gix's letter of September 15, 1980. (Enclosed)

My suggestion is that as early as possible I verify cost of line drilling and quantities of same with Mr. Maude, and then as early as possible, we have a meeting with you or your representatives to settle these claims. It is my suggestion that legal counsel be present at the final meeting.

Sincerely,

Otis Jordan

Otis P. Jordan
S. D. SPENCER & SON

RECEIVED
STATE HWY ENGR
NOV 14 '80
REFER TO
Jackmond
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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11-17
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OPJ:hak
Encl: Mr. Gix's letter of
Sept. 15, 1980
cc: James Gix
O. B. Jackmond
William Maude
Dan Seifer
J. Sollis

NOTIFIED KEASEY 9/16/80
" MAUDE 9/17/80

WANT TO GO TO REVIE
BOARD.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399 ~~[illegible]~~

September 15, 1980

S. D. Spencer & Sons
P. O. Box 1807
Vancouver WA 98668

RECEIVED
SEP 18 1980
S. D. SPENCER & SON

In Reply Refer to
File No.: CON 5

I am writing this letter on behalf of O. B. Jackmond who is on vacation this week and did not wish to delay your pursuit of compensation of claim on Contract No. 8472.

The state offered to settle for the additional length of the 1/2 to 1 line drilled holes for $10,500 (in the interest of settling this claim) and the "Compton" claim offered $12,300 for additional costs in line drilling in taper areas flatter than 1/2 to 1.

We explained your right to pursue the claim with the Contract Claim Review Board and explained the workings of that group. If you wish to pursue your claim in this manner, please contact Resident Engineer William Maude and he will arrange for an appointment to review your claim.

James J. Gix
JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc Wm. Maude

Form 734-3122

8472

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 4, 1980

In Reply Refer to
File No.: CON 4-4

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Attention: Mr. Otis Jordan

Gentlemen:

Contract Claim
S. Ashland Interchange-
California State Line Section
Contract No. 8472

A thorough review of the claim you submitted on this project has been completed. Recommendations regarding resolution of this claim have been received from the Claims Review Board.

Your claim requested compensation for additional costs associated with line drilling and rock excavation. In settlement of this claim in its entirety, I am offering you an adjustment of $20,179.34.

This adjustment includes $3,482.78 for the additional 2,487.7 linear feet of line drilling on 1/2:1 slopes, compared to the original design of 1/4:1 slopes plus $696.56 interest on this amount for the period between July 1977 and November 1980. The adjustment was computed using an assumed unit cost of $1.40 per foot for the line drilling and interest is limited to 6 percent by State statute. If you can supply documentation (subject to audit) of a higher unit cost for line drilling than offered herein, this portion of the adjustment will be revised.

In addition, this offer of settlement includes a $16,000 lump sum adjustment for excavation of the flatter slopes by line drilling. Although line drilling all these slopes was not required, the State did benefit with neater, more stable slopes.

By a copy of this letter, the Resident Engineer is authorized to submit to you a price agreement for $20,179.34 for full settlement of this claim. However, if you wish to provide us with documentation (subject to audit) that your line drilling costs were greater for the additional 2,487.7 linear feet drilled, please contact the Resident Engineer. Arrangements will be made to audit the records and a revised price agreement submitted, if necessary.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:ja ji

bc: R. L. Schroeder
L. W. Rulien
D. H. Moehring
E. S. Hunter
Jack Sollis
Vern Skoog,
O. B. Jackmond
Jim Gix
Bill Maude
Jack Sullivan

Form 734-3122

STATE OF OREGON

NOTED
H. S. COULTER

INTEROFFICE MEMO

CON 4-6

TO: H. S. Coulter
State Highway Engineer

DATE: October 28, 1980

FROM: for Jack Sullivan R. L. Schroeder, Chairman
Claims Review Board

10/29 REFER TO
cy Jack Sullivan —
By State Hwy. Engr.

I concur in recommendation
Please draft appropriate letters
HSC

SUBJECT:

Contract Claim
S. Ashland Interchange-California State Line Section
Contract No. 8472

S. D. Spencer & Son, contractor on this project, presented one claim to the Board. This claim requested an adjustment of $262,000 for alleged additional costs as a result of the Highway Division changing rock slopes from 1/4:1 to 1/2:1.

In attendance for the contractor were Otis Jordan, project superintendent, and Dan Seifer, attorney. The Highway Division was represented by Jim Gix, Bill Maude and Bryant Jackmond.

FINDINGS:

Plans for this project showed over 135,000 cubic yards of excavation to be removed from the Siskiyou Summit rock cut. The typical section showed original ground and finished slopes on 1/4:1. Special provisions for the project specified slopes steeper than 1/2:1 were to be line drilled.

At the prebid meeting, the Resident Engineer informed bidders that some of the slopes would have to be redesigned but excavation quantities would remain about the same. The redesign was required because not all the original slopes were at 1/4:1. Bidders were informed that line drilling would amount to about 96,000 linear feet. The typical section showed the vertical distance between existing rock benches variable to 60-foot maximum.

About a third of the slopes were redesigned to 1/2:1 to match original ground conditions. A price agreement changed the special provisions to require line drilling on 1/2:1 or steeper slopes. This PA did not involve a cost adjustment but was tied to an extra work order to pay the contractor for road pioneering.

The contractor, by letter of April, 1977, expressed his opinion that the original design and some of the redesign was "...virtually impossible to b ..." He claimed his average line drilling costs on the entire project was $4.02 per linear foot. He stated he had records to provide this. He line drilled all of the rock cut, a total of 123,283 lin. ft., as figured from the redesign cross-sections by the engineer.

As part of his high drilling costs, the contractor claimed it was more costly per linear foot to drill to a 60-foot depth than a 30-foot depth. The 30-foot depth is specified as a maximum in subsection 203.35 of the Standard Specifications.

In summary, the contractor claimed additional compensation for line drilling 60 feet rather than 30 feet, for drilling on 1/2:1 slopes rather than 1/4:1, and for drilling slopes flatter than 1/2:1.

The Highway Division representatives stated that nothing prohibited the contractor from drilling to 30-foot depths (though not practical) and the contractor was not required to line drill flatter slopes. They did acknowledge that the length of drilling on 1/2:1 slope was greater than on 1/4:1 slope. Calculations made by the Resident Engineer from the redesign cross-sections indicated 63,730 lin. ft. of line drilling on 1/4:1 slopes, 31,415 lin. ft. on 1/2:1 slopes and 28,138 lin. ft. on flatter slopes.

CONCLUSION:

The Board concluded that a redesign did occur, changing about one-third of the slopes from 1/4:1 to 1/2:1. It resulted in, based on the engineer's calculations, an additional 2,487.7 lin. ft. of line drilling. A bidder estimating the amount of line drilling required by the plans and specs for this job would probably use data from the plans, design cross-sections, field observations and/or information supplied by the Resident Engineer. Based on this data, a bidder should have anticipated about 96,000 lin. ft. of line drilling on 1/4:1 slopes.

In addition, there were some flatter slopes requiring removal. The special provisions left the impression that line drilling was not required on these slopes and the Resident Engineer confirmed this. However, a strict interpretation of the Standard Specifications indicates line drilling necessary in rock cuts made to depths over ten feet. The contractor did line drill these slopes. It was unclear whether the contractor did this at his option or as a result of design and spec changes.

There was no clear evidence provided that the contractor's bid was based on drilling to 30-foot depths instead of 60-foot as shown on the plans. No data was presented to show cost differential between drilling 30 feet vs. 60 feet. There was no clear documentation how the $262,000 claim was determined.

Verbal notice of claim was provided the Resident Engineer in June, 1977 as documented in his diary.

RECOMMENDATIONS:

The Board recommends that an adjustment be offered the contractor for the additional 2,487.7 linear feet of line drilling on 1/2:1 slopes in the amount of:

2,487.7 lin. ft. x $1.40/lin. ft.		$3,482.78
Plus interest at 6%/annum (July, 1977 - Nov., 1980)	3,482.78 x .06 x $\frac{40}{12}$	696.56
		$4,179.34

The cost for line drilling of $1.40/lin. ft. was calculated by the Regional office. If the contractor can supply evidence subject to audit of a higher unit cost, the Board recommends the adjustment be so revised.

Also, the Board recommends a lump sum adjustment of $16,000 be offered the contractor as compensation for additional cost of excavating the flatter slopes by line drilling. About 24,800 cubic yards of material was excavated from these slopes. The State did benefit from the line drilling with neater, more stable slopes.

JS:fw/ja

cc O. B. Jackmond
Jack Sullivan

8472

L.

December 10, 1980

St. Paul Fire and Marine Insurance Company
500 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#8472

Gentlemen:

On December 5, 1980, we wrote to you concerning release of final payment on Contract No. 8472 awarded to S. D. Spencer & Son for work on the South Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County.

Final payment on this contract is $3,430.50 and the total contract amount is $5,855,902.81 including $99,507.78 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98668

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8472 2.

STATE OF OREGON

INTEROFFICE MEMO

CON 4-6

RECEIVED
STATE HWY ENGR
OCT 28 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: H. S. Coulter
State Highway Engineer

DATE: October 28, 1980

FROM: for Jack Sullivan R. L. Schroeder, Chairman
Claims Review Board

NOTED
H. S. COULTER

SUBJECT: Contract Claim
S. Ashland Interchange-California State Line Section
Contract No. 8472

S. D. Spencer & Son, contractor on this project, presented one claim to the Board. This claim requested an adjustment of $262,000 for alleged additional costs as a result of the Highway Division changing rock slopes from 1/4:1 to 1/2:1.

In attendance for the contractor were Otis Jordan, project superintendent, and Dan Seifer, attorney. The Highway Division was represented by Jim Gix, Bill Maude and Bryant Jackmond.

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Contains
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As part of his high drilling costs, the contractor claimed it was more costly per linear foot to drill to a 60-foot depth than a 30-foot depth. The 30-foot depth is specified as a maximum in subsection 203.35 of the Standard Specifications.

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RECOMMENDATIONS:

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Also, the Board recommends a lump sum adjustment of $16,000 be offered the contractor as compensation for additional cost of excavating the flatter slopes by line drilling. About 24,800 cubic yards of material was excavated from these slopes. The State did benefit from the line drilling with neater, more stable slopes.

JS:fw/ja

cc O. B. Jackmond
Jack Sullivan

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible] 440-3399

September 15, 1980

S. D. Spencer & Sons
P. O. Box 1807
Vancouver WA 98668

In Reply Refer to
File No.: CON 5

I am writing this letter on behalf of O. B. Jackmond who is on vacation this week and did not wish to delay your pursuit of compensation of claim on Contract No. 8472.

The state offered to settle for the additional length of the 1/2 to 1 line drilled holes for $10,500 (in the interest of settling this claim) and the "Compton" claim offered $12,300 for additional costs in line drilling in taper areas flatter than 1/2 to 1.

We explained your right to pursue the claim with the Contract Claim Review Board and explained the workings of that group. If you wish to pursue your claim in this manner, please contact Resident Engineer William Maude and he will arrange for an appointment to review your claim.

JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc Wm. Maude

bc O. B. Jackmond
J. Sullivan, Secretary to Review Board

RECEIVED
STATE HWY ENGR
SEP 18 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

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8472 *des 9-5

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Medford

May 9,1980

Wm Maude

FROM: Wm.Maude
Resident Engineer

SUBJECT: Accident of May 2,1980
Siskiyou Truck Escape Ramp
Pacific Highway Jackson County

TO: Jim ~~Gix~~ J.H. Versteeg
Region ~~Construction~~ Engineer

Attached is a copy of the Oregon State Police report on the subject accident along with pictures taken by the assistant supervisor at the Ashland Maintainence Station.

As with past usage of the ramp, information is difficult to obtain. The driver T.Blair was released from the hospital on May 6, 1980 and I was too late to contact him. He doesn't have a listed telephone number. The witness can perhaps be reached by mail, but I haven't tried.

Maintainence says that the left wheels as the truck edged left were up on the wrecker road. Photos are not clear on this point due to the gravel sprayed on the road. The O.S.P. trooper wasn't sure on this point and the wrecker operator didn't think the wheels were up on the pavement. The state police said the tie rod was broken, the wrecker operator said it was not and the maintainence wasn't sure either way.

As I reconstruct the accident, the truck was doing more than eighty miles per hour with his tractor brakes very hot. He entered the ramp left of centerline and after about three hundred feet he eased left as if to attempt to get out on his own. Either the left wheels got up on the pavement or else they were on the 1:1 paved slopes. Either the tie rod broke or the build up of gravel in front of the right wheel tore the steering wheel from the drivers hands. At this time the wheels cramped right and the truck swerved across the ramp and into the wall at an estimated thirty miles per hour. The right wheel climbed onto the wall and the undercarriage gouged it, then came back down. The front axle was driven back almost to the fuel tanks and spring hangers were sheared on both the front and driving axles. The photos show both front wheels cramped right after the truck came to rest. I should note that the driver remained in the cab and was reported to have suffered a broken back. With his early release from the hospital, it would appear that the injuries were bruises and strains.

From the data I have gathered I can't feel that the ramp design was a contributing factor in this accident. However, the discussion with the wrecker operator did bring out a request and a comment. He would like an anchor at the 150' to 175' point and says that the slow trucks are going further and wonders if the first fifty feet of the gravel shouldn't be replace. A check with maintainence shows that there is some contamination but the gravel is still effective.

wm/sh

1 Versteeg ✓
Anderson
Chri
2 Olson ccp.
Sullivan
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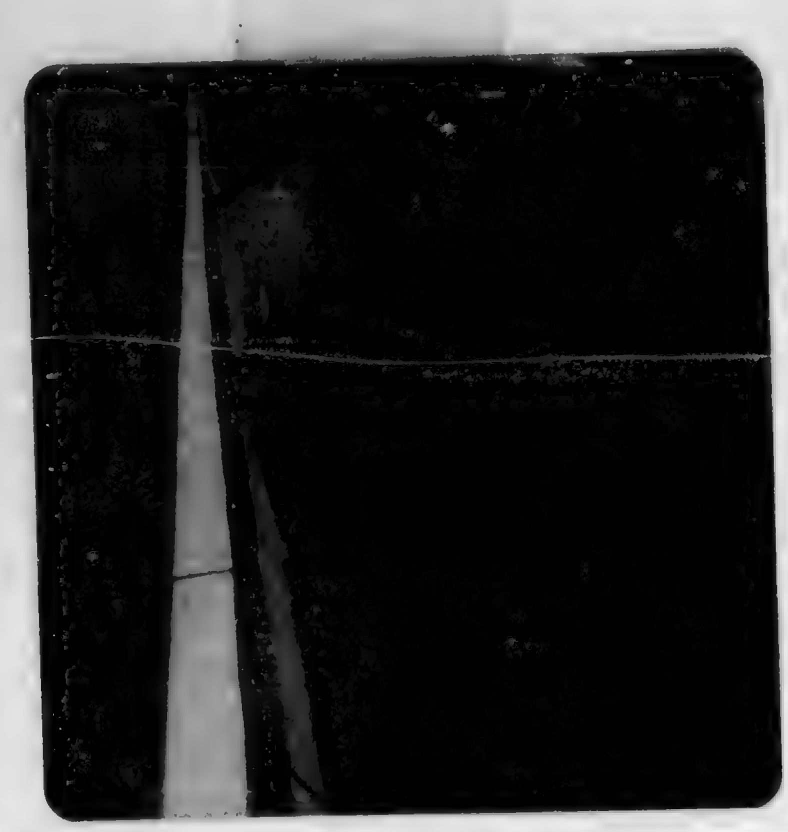
CIDENT OF MAY 2,1980
ISKIYOU TRUCK ESCAPE RAMP
ACIFIC HIGHWAY JACKSON COUNTY

1. Looking north showing that truck went left then veered right into the wall. Taken at about 300' north.

2. Looking south from rear of truck showing tracks.

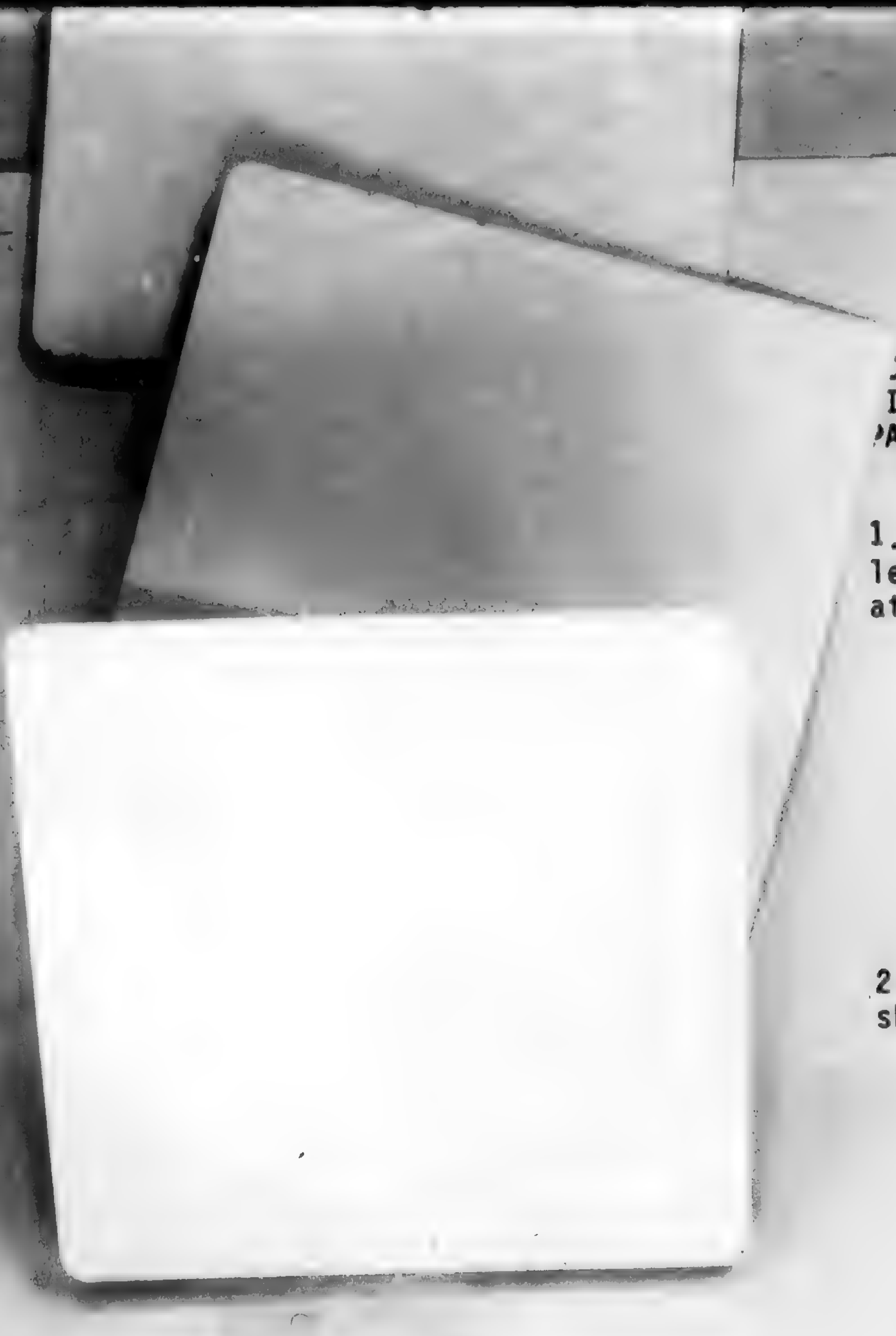
3. Shows impact on wall just behind truck is mark where wheel came off the wall.

4. Cab at rest showing wheel turned to right.



5. Front view showing tire driven back and bent bumper.

Camera had wide angle lens and distance appears longer & angles flatter than actual.



CCIDENT OF MAY 2,1980
ISKIYOU TRUCK ESCAPE RAMP
ACIFIC HIGHWAY JACKSON COUNTY

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CIDENT OF MAY 2,1980
ISKIYOU TRUCK ESCAPE RAMP
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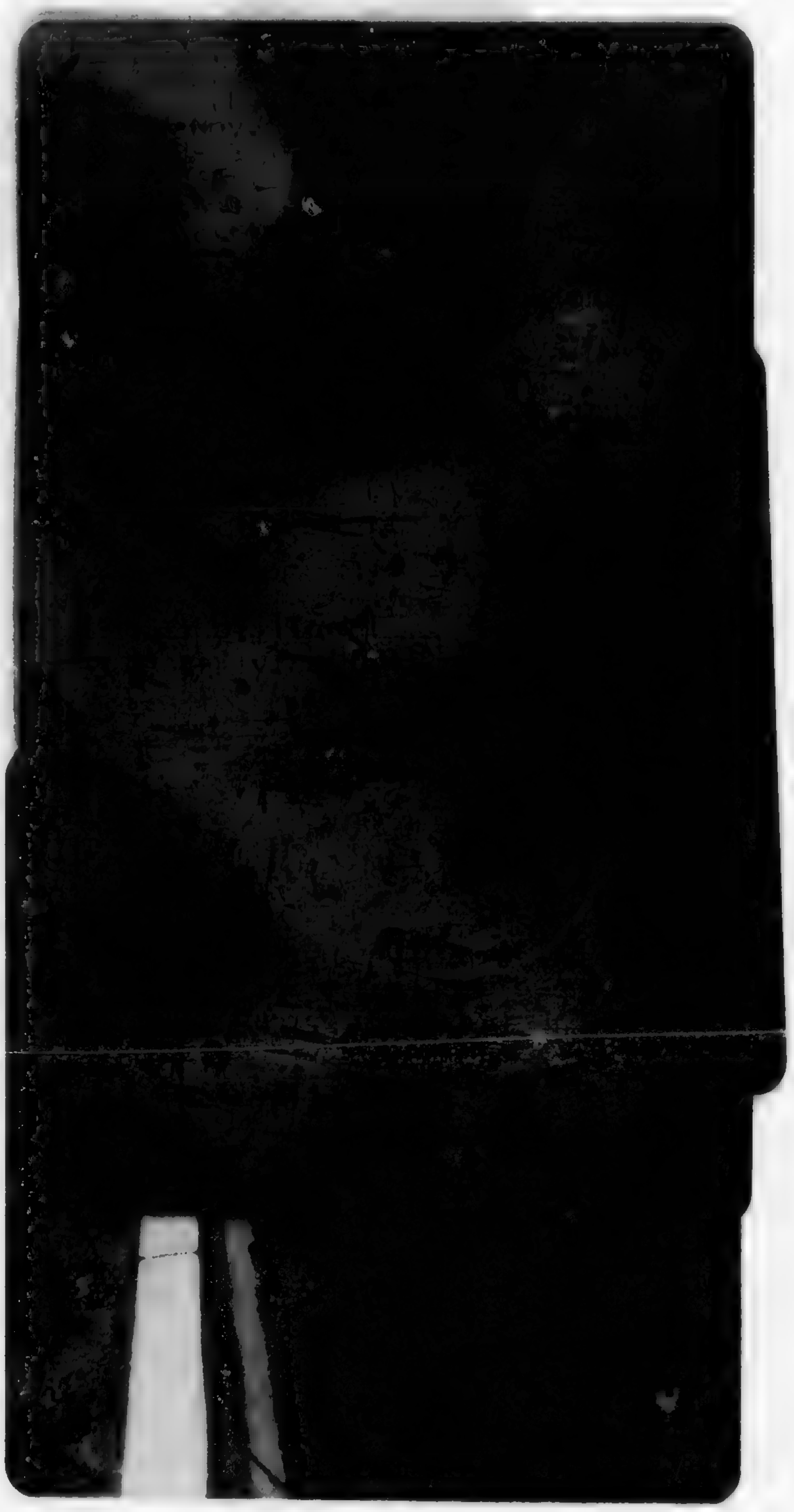
ACCIDENT OF MAY 2,1980
SISKIYOU TRUCK ESCAPE RAMP
PACIFIC HIGHWAY JACKSON COUNTY



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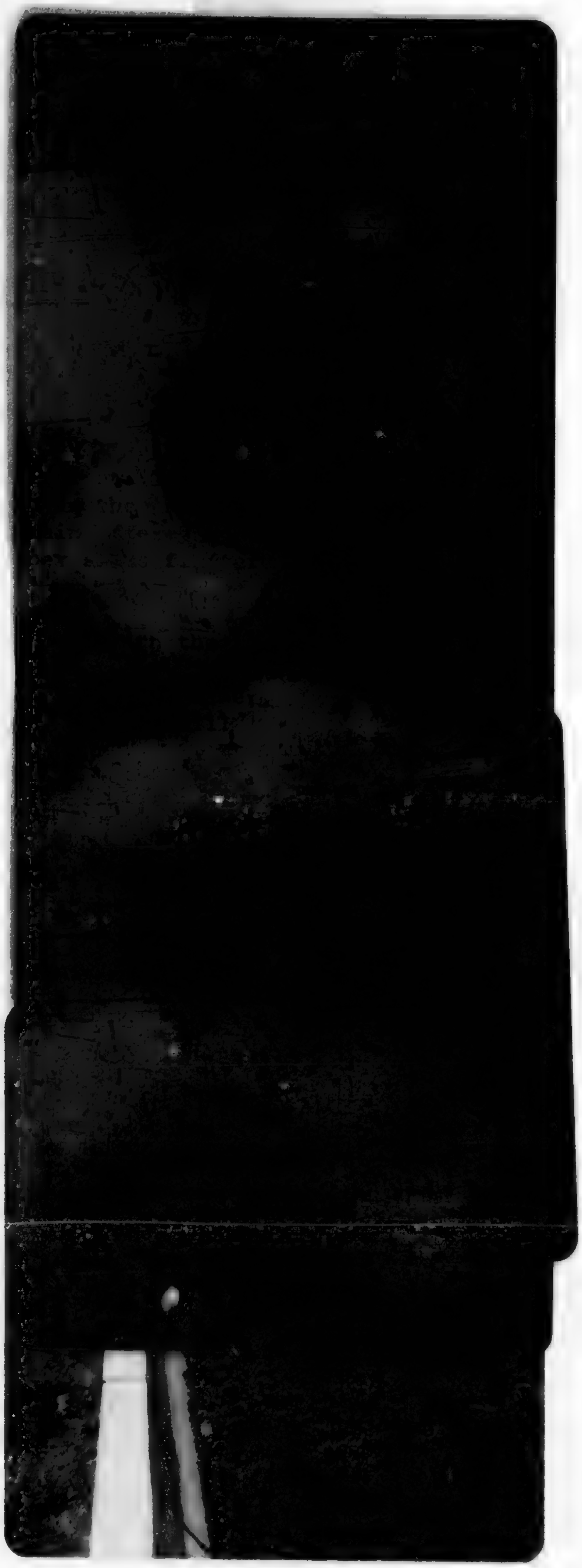

ACCIDENT OF MAY 2,1980
SISKIYOU TRUCK ESCAPE RAMP
PACIFIC HIGHWAY JACKSON COUNTY

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TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☐ FATAL ☒ INJURY ☐ PROP. DAMAGE Dept. OREGON STATE POLICE City - - - County JACKSON Page 1 of 2 Pages

Case No.

Classification:

2. Date Occurred: 05-02-80
3. Time Occurred: 11:55 ☒ AM ☐ PM
4. Reported Date: 05-02-80
5. Reported Time: 12:01 ☐ AM ☒ PM

1. ACCIDENT INVOLVED:
☐ One Other MV
☐ Three or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☒ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Booking ☐
Vehicle ☐ LEDS ☐
Crime ☐ NCIC ☐
Property ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐
Person ☒ Continuation ☐

Distribution: Hwy. Dept. Attn: Bill Maud

Do Not Write In This Space

6. Location of Occurrence (Route No. or Name): I-5
7. At Intersection of (Route No. or Name): (Truck Escape Ramp – NB Downgrade)
8. If not at Intersection ☐ Feet 1.2 ☒ Miles N ☐ S ☒ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) Siskiyou Blvd. Interchange
9. Mile Post: 9.7
10. 4 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City Ashland

INJURY CODE:
(Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED – Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE – Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed – 0; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

DR	11. FULL NAME (Last) (First) (Middle) BLAIR, TIMOTHY LEE	Computer #	12. Address 12163 Brick S.E., Turner, Oregon 97392	13. Sex M	14. Race W	15. D.O.B. 02-10-47	16. Seat Belt L

19. Operator License No. 2828924	20. Issuing State Oregon	21. Type (Specify) Chauffeur	22. Residence Phone	23. Business Phone

17. X EJ.
18. Inj.: A

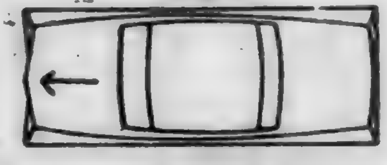
Seat	24. Occupant's Name	Computer #	25. Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
				26.	27.	28.	29.	30.	31.
	32.		33.	34.	35.	36.	37.	38.	39.
	40.		41.	42.	43.	44.	45.	46.	47.

48. Owner's Name and Address: MAY COMPANY TRUCKING, 1150 N. Union Ave., Portland, Oregon
49. Odometer Reading: 31,684

50. License No.	51. License State	52. License Year	53. Veh. removed by/to
Y018975 Z043571	Oregon Oregon	1979 1979	Dick's Wrecker/ Ashland

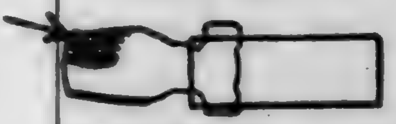
54. Vehicle year	55. Make	56. Model	57. Body Style	58. Color
1977	Kenworth Comet	Truck Refrigerated	Tractor – Semi-Trailer	Yellow White

59. Damage Scale



FR-4

60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.



Is Vehicle Drivable? ☐ Yes ☒ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR	61. FULL NAME (Last) (First) (Middle)	Computer #	62. Address	63. Sex	64. Race	65. D.O.B.	66. Seat Belt	67. X EJ.	68. Inj.

69. Operator License No.	70. Issuing State	71. Type (Specify)	72. Residence Phone	73. Business Phone

Seat	74. Occupant's Name	Computer #	75. Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
				76.	77.	78.	79.	80.	81.
	82.		83.	84.	85.	86.	87.	88.	89.
	90.		91.	92.	93.	94.	95.	96.	97.

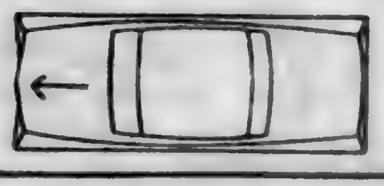
[illegible] Engineer
REC'D Medford
MAY 7 1980
1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐
Res. A Res A Rec. Office

98. Owner's Name and Address
99. Odometer Reading

100. License No.	101. License State	102. License year	103. Veh. removed by/to

104. Vehicle year	105. Make	106. Model	107. Body Style	108. Color

109. Damage Scale



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.): No Criminal Action
Leon M. Stupfel
Reporting Officer(s): 613-21 Leon M. Stupfel, Sr. Tpr. nb
112. Primary Cause
113. Secondary Cause

Prec./Div.	Relief/Shift	Assn./Dist.	R/C Times	ARR:	CLR:	Appr. by:
						5-7-80

114. Weather (x) one	Road Cond. (x) one	116. Light Condition	117. Unit 1 Unit 2		118. Traffic Control Devices
☒ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☒ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☒ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.) Distance Travel'd after impact (ft) Stated spd. before impact (MPH) Designated speed for area (MPH)	598 82 unk 55	☐ YES ☒ NO Describe:

FIRST AID GIVEN BY: Writer - Ambulance attendant

INJURED TAKEN

TO: Ashland Community Hospital

BY: Litwiller Ambulance

WITNESSES:

NAME SANDERSON, WILLIAM C. RES. ADDRESS & PH. 1133 Carmody, Mesquite, Texas 214-285-5382

NAME RES. ADDRESS & PH.

DRAW SKETCH:

INDICATE NORTH.

(By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

The accident occurred in the north bound lanes of I-5 at the truck escape ramp on the Siskiyou pass. The lanes are asphalt pavement in good repair. The north and south lanes are divided by a concrete barrier. Each set of lanes are divided by broken centerlines and bordered by solid fog lines. The east side of the lanes is guarded by a continuous guard rail or cement barrier. At the location of occurrence there is a long wide truck escape ramp made up of pea-gravel that will gradually bring a runaway truck to a stop. The east side of the ramp is guarded by a cement barrier to keep vehicles from going over a steep cliff. The area had a six (6) per cent downgrade with a long straight section of roadway coming off a right curve. The area is well marked for runaway trucks showing escape ramp ahead.

Unit #1 was north bound on I-5 on the downgrade when the vehicle brakes faded and would not hold. The unit continued to gain speed and the operator entered the truck escape ramp to bring his vehicle to a stop. The unit went in several hundred feet then veered abruptly to the right and struck the cement barrier. The unit climbed to the top of the barrier then turned again to the left and continued for a short distance and came to rest along the cement barrier in an upright position.

Mr. Blair stated in substance he had had his brakes adjusted while on a stopover in Yreka, California. Stated that he was north bound coming down from the Siskiyou Summit when the brakes of the vehicle faded and would not hold him back and he continued to gain speed. Stated he called on the citizen band radio advising he was in trouble and received reply from a truck ahead that he was near a truck escape ramp and to continue on until he reached that location. He observed the signs from the ramp and pulled into it.

Mr. Sanderson stated in substance he was north bound coming down off the Siskiyous when he overheard a distress call on his citizen band radio from a driver who advised he was in trouble. He determined the vehicle was still behind his location and advised the driver to continue as a truck escape ramp was close ahead. Mr. Sanderson exited his vehicle and using a self winding camera was able to take three pictures of the runaway truck as it entered the escape ramp. Mr. Sanderson advised the truck was traveling at a very high rate of speed as it entered the ramp.

At the scene two fire extinguishers were used to prevent fire on the tractor brakes. There was no smoke or or fire from the trailer brakes, and the brake air gauge showed zero brake air pressure.

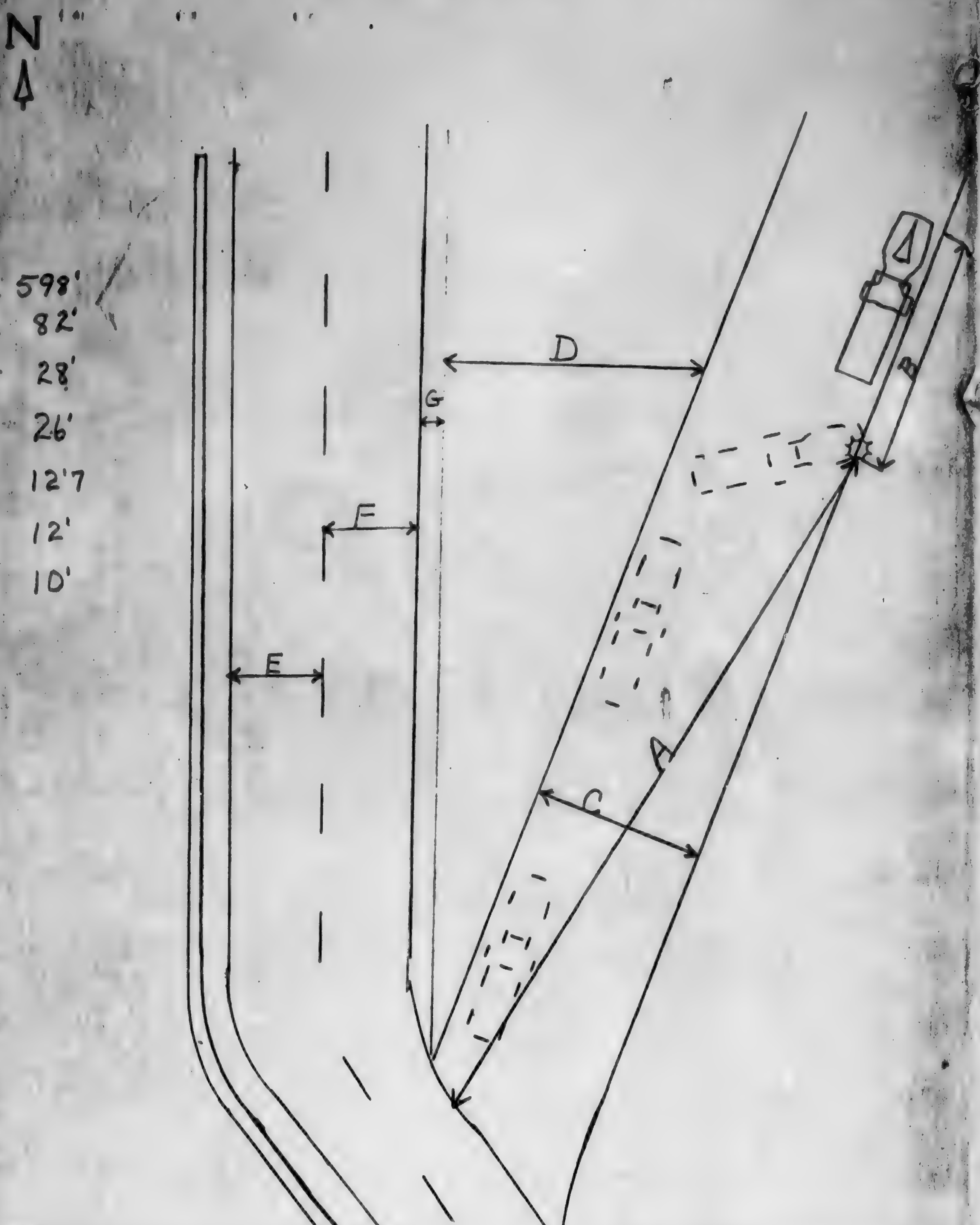
Local Highway Department personnel have been advised of the accident.

Unit #1 insured by Transport Idemnity Co., policy E08381.

Teletype 0341 MFO sent to ICC.

SUPPLEMENTAL, IF REQUESTED:

ACCIDENT 5-2-80 I-5 MP 9.7 PAGE 2
BLAIR 613-31 L.M. STUPFEL NOT TO SCALE



= 598'
= 82'
= 28'
= 26'
= 12'7
= 12'
= 10'

8472

des 9-5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Research Section
Salem, Oregon 97310

In Reply Refer to
File No.: RES 6

April 16, 1980

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 16 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

Robert A. Barber
Manager, Research Program
Montana Dept. of Highways
2701 Prospect
Helena, Montana 59601

Enclosed is a variety of materials on truck escapes, primarily the ramp on I-5 near the Siskiyou Summit. The Siskiyou ramp is on the northbound lanes of I-5, approximately 5.5 miles north of the summit. The material includes plans for the project, a brief report of preliminary results of the escape ramp testing, a tabulation of stopping distances versus entry speed, a partial listing of the escape ramp uses, and a paper by J. H. Versteeg entitled "Truck Escape Ramps - Design and Testing".

I did not locate any written documentation of the pre-existing conditions on this downgrade, but reports from maintenance personnel and state police indicated brake failure was prevelant and runaway trucks were a hazard to themselves and to the other road users. The escape ramp was added along with a number of other safety improvements in remodeling this section of I-5 from the South Ashland Interchange to the California State Line.

The ramp was constructed as a Category II Experimental Features Project because we had had no previous experience with decending grade escape ramp characteristics. The evaluation included driving loaded and unloaded dump trucks and a loaded and unloaded semi into the ramp at speeds of 25, 40, and 55 mph. Entry speeds were measured by radar and the stopping distances were measured. Also, a series of movie cameras were used from a side view to obtain the rates of deceleration at different speeds. The deceleration rates are somewhat variable, depending upon speed, but this data has not been fully analyzed. For practical purposes, the assumption of a constant coefficient of rolling resistance is probably satisfactory.

This ramp is in an area of heavy snowfall and we were concerned with the support that the arrestor bed would furnish when frozen. We saturated two materials, 3/4"-3/8" and 3/8"-#4, allowed them to drain,

Form 734-3122

froze them, and measured the unconfined compressive strengths. The coarse frozen material had an unconfined compressive strength of approximately 80 psi, similar to the contact pressure of a typical truck tire. The finer material had a much higher strength, indicating it would be unlikely that the truck tire would break through a frozen crust. For this reason, we specified 3/4"-3/8" rounded gravel for the arrestor bed. Included in the enclosed material are the specifications we intended to use. We were not able to locate suitable natural gravels that would meet the requirement for flat and elongated particles specified. As a trade-off under a price agreement, the resident engineer eliminated the shape requirement and tightened the specification to make it essentially a 3/4"-1/2" material. The arrestor bed has worked very well. There have been no observations that freezing has been a significant problem. The trucks seem to break through the frozen crust.

The arrestor bed was constructed with the full 18" thickness of gravel from the beginning of the ramp throughout its length. It would have been preferable to taper the subgrade at the beginning of the ramp so the gravel thickness gradually increased from about 3" at the beginning to the full 18" over a length of 25 ft or so. It is likely this would permit the truck to enter a little more smoothly.

The escape ramp is used frequently. Much of the use is unintentional by drivers that fail to read the signs or as vandalism by four wheel drive rigs; however, the times that it is actually needed to stop runaway trucks are not many days apart. The bed is 1,200 ft long on a minus 5.5 percent grade ant it has always stopped the vehicles with room to spare. I think the deepest penetration has been around 900 ft. With some assumptions and calculations, I estimated the maximum speed that a truck could traverse the upstream curves would be about 80 mph. Therefore, I thought if we designed for 80 mph we could accommodate any user.

The ramp is just uphill from a safety rest area and it has been very difficult to sign it to prevent unintended use. The present signing has reduced the problem, but it has not been eliminated.

If you need other information, call me at (503) 378-2318.

Best personal regards.

Gordon

Gordon Beecroft
Research Engineer

GB:pf
Enclosures
cc: J. H. Versteeg ✓
D. H. Moehring

1-5

deo9-5

8472

April 2, 1980

Versteeg
Andersen
Christensen
Olson
Sullivan
Turpin
Trout
Wekerlig

RECEIVED
APR 2 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Mr. A. G. Beales
Road Design Engineer
33 Walwick
Highway Department,
  Head Office
Walkerville, South Australia

Dear Mr. Beales:

The truck escape ramp near the Siskiyou Summit on Interstate 5 in Oregon has been in operation for two years. Our records show that 117 heavy trucks have used the truck escape ramp in that two year period. There have been no personal injury accidents and only a very minor amount of sheet metal damage to the trucks involved.

The following are considered significant items for the development of a safe operating truck escape ramp.

1. Careful site selection and adequate signing are important. The ramp approach should be as visible as possible; the potential user should be adequately informed in case it becomes necessary to use the ramp; and, you should try to avoid anything unusual or different from the usual highway facilities.

2. Extra planning is required for a proper drainage system if the escape ramp is in a snow zone. We have paved the bottom of the trench and placed additional drain pipes to keep the aggregate dry to avoid freezing.

3. The arrestor bed aggregate should be carefully selected and of uniform gradation. The gravel should be round, close to the same size as practical with a minimum of flat or fractured materials. The aggregate to be used must be carefully selected as this is the most critical element of the truck escape design.

4. Tow trucks must be available to promptly remove the truck from the arrestor bed. The truck should be removed within an hour if possible making the arrestor bed again available for other trucks with similar operational problems.

5. The maintenance forces must be interested and committed to restoring the surface in a timely manner. The surface of the arrestor bed must be relatively smooth to bring the truck to a smooth, even stop. If the surface is rough the truck steering can be damaged and the truck driver will get bounced around and could be injured. For this reason we did not construct the transverse energy dissipator mounds shown on the contract plans.

The Siskiyou Truck Escape Ramp was constructed as designed; other than signing, we have not made any in-service changes in the truck escape ramp and none are contemplated. For design purposes we used an 80,000 lb. truck traveling at a speed of 75 mph to establish the ramp length.

Enclosed is some additional information that I hope will be useful to you. I am sorry that we did not have time to put it in a more professional form.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:ab
Enclosure

#8472.

2

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8472

Highway Construction
DEPT.

378-6318
TELEPHONE

TO: MEMO TO FILE

DATE: November 27, 1979

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: South Ashland Interchange-
California Line
FAP No. I-F-5-1(91)00
Contract No. 8472
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

The price adjustment for acceptance of the non-spec. Class "B" and "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement:

Bid Item	Amount P.A. #24	Recomputed Amount
27 - Class "B" A.C. Mixture	$12,800.79	$16,346.55
29 - Class "E" A.C. Mixture	None	2,080.56
Totals	$12,800.79	$18,427.11

The difference in amounts is $5,626.32. The amount to be credited to the project on a nonparticipating basis is $2,813.16.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
James Gix
William Maude
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test Files

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
						✓

1472

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: July 30, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Siskiyou Truck Escape Ramp
Suggested Additional Signing

Copy 7-5-12
TRA

Will you please order and have installed "Loose Gravel" signs as shown on the attached sketch.

Consideration was given to stringing a light banner or a light line with triangular pendants across the entrance to the actual gravel portion of the escape ramp. This idea did not meet with approval from our legal staff.

Please install these loose gravel signs and advise if there is any reduction in accidental use of the ramp by recreational vehicles.

ORIGINAL SIGNED BY L. E. GEORGE

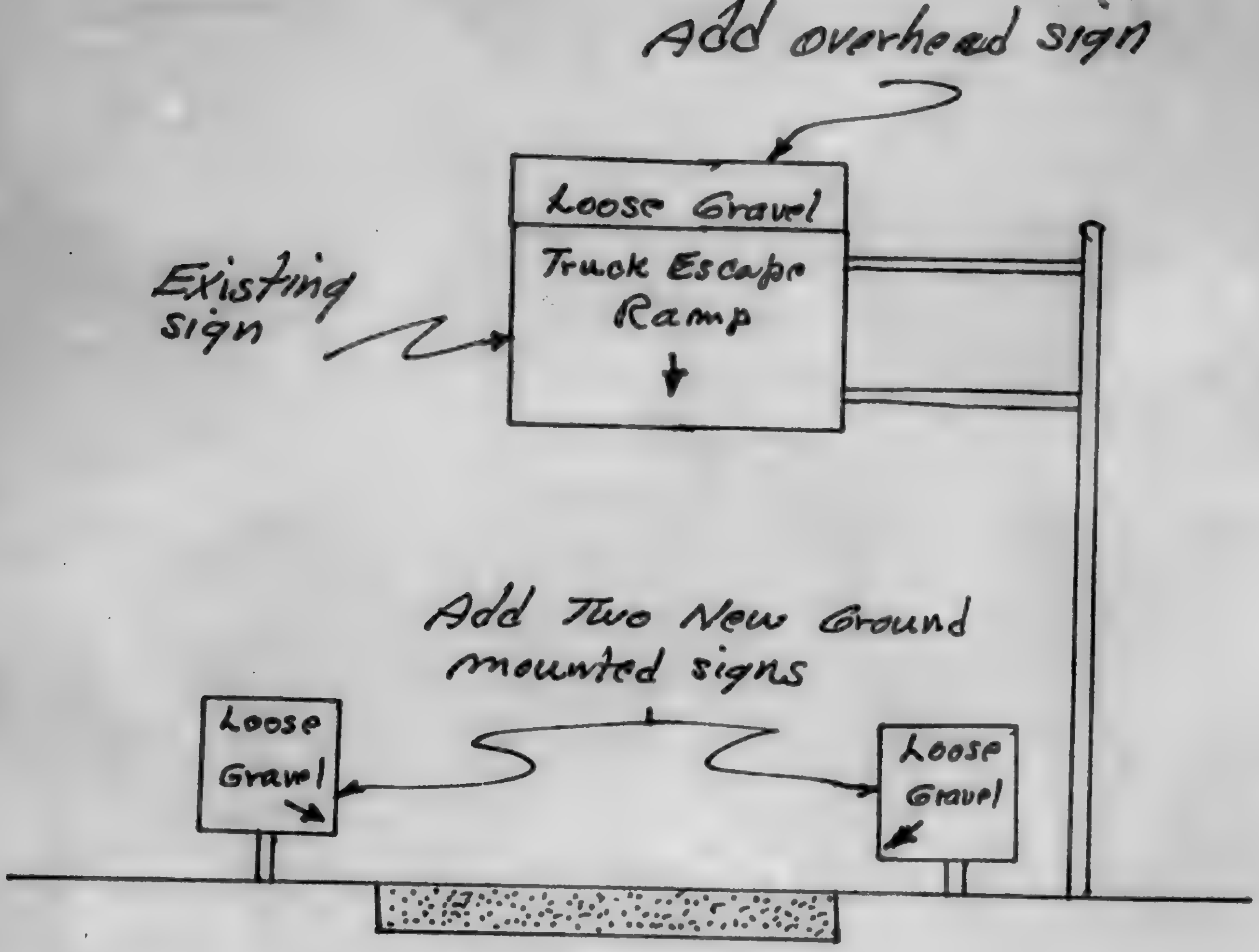
L. E. George
Traffic Engineer

GLC:mac
cc: F. B. Klaboe ✓ - This sign has been successful in other States.
H. S. Coulter We'll see if it helps here.
R. L. Schroeder

Comm

RECEIVED
DOT DIRECTOR
JUL 31 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File


Add overhead sign
Loose Gravel
Existing sign
Truck Escape Ramp
Add Two New Ground mounted signs
Loose Gravel
Loose Gravel

#8472 7-30-79

P

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-F-5-1(91)00

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70010

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2 '79
REFER TO

DATE PS & E APPROVED 11-23-76

DATE AUTHORIZATION EFFECTIVE 7-9-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

South Ashland Interchange-California State Line

GENERAL DESCRIPTION OF WORK:

Install 3 wood poles with luminaires and signs at the truck brake test area - summit of Siskiyou Mountains (Northbound).

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of July 9, 1979, as requested in Mr. Keasey's letter of July 23, 1979, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 20 is approved for TEC NTE $3,500 - Federal Funds $3,228.

DATE 7-30-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8472

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

June 29, 1979

FILE: S.C. 8472

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Testing of Aggregate from Extracted Paving Mix, S. Ashland-Cal. Line Section, Contract 8472

TO: A. Shirley
Regional Engineer

Attention: J. X. Wilson

As requested, aggregate durability tests have been made on extracted Class "B" asphalt concrete from Spencer's paving on the S. Ashland-Calif. State Line project. Although the test results are questionable from the effect of retained asphalt or solvent residue, the test values are within specified limits for the original aggregate. Test values are generally improved from the effect of petroleum product contamination. Enclosed are laboratory reports #79-3659, 60.

Records for aggregates from the state summit quarry, #15-68-3, indicate considerable variation in quality of the material. The original qualifying tests indicated a sound, durable aggregate. Tests made later on the material, along with breakdown, show a high percentage of pass #200 material indicating that varying amounts of unsound-degrading material are contained.

JEW:gs

cc: C. T. Keasey
E. S. Hunter
Wm. Maude

RECEIVED
TECHNICAL SERVICES
JUL 2 '79
REFER TO
FOR
Info | Inves | R/D | C/R | Agn | Act | File

Oregon State
HIGHWAY DIVISION
Materials Section
rm 81-734-3880

SAMPLE DATA
AND
LABORATORY TEST REPORT

☐ AGGREGATE ☐ BITUMINOUS MIXTURE

Page 1 of 2 --
Data Sheet No.: AB 8462-A
LABORATORY REPORT NUMBER
79- 3659

SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

roject: S. Ashland - Cal. Line
Prefix No.: 615-1086-900
ighway: Pacific
Contract No.: 8472
County: Jackson
ontractor: S.D. Spencer & Son
Res. Engr.: W. Maude
F.A. Proj. No. NF
ubmitted by: Maude
Sampled by: Tucker
Date Sampled: 4/4/79
Sample No.: 8462A
Quantity Represented: 300"
Purpose of Sample: Inf
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
GREGATE MIX—TYPE, BRAND AND GRADE OF ASPHALT: Class "B" 3/4-1/4 & 1/4-0
TENDED USE: Class "B" AC
ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: State Summit quarry 15-68-3
MPLED AT: Rd Bed 24' Lt L^N 790
MARKS: Sample in plastic bag for extraction. Remainder for agg quality tests. Per Phone Inst. from J X Wilson.
eather
Avg. thickness
A/from 1-4' depth - Plastic Bag

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS
☐ T-11 ☐ T-27
☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
Extaction Sample in Plastic Bag				
1		0	100	
3/4		1	99	
1/2		13	87	
3/8		25	75	
1/4		39	61	
4		50	50	
10		71	29	
40		87	13	
200		93.9	6.1	
P200		100		
AC			6.5	
Retension %			0.4	
Moisture			2.63	
Mix Design			77-10268	
Total wt. of sample =				

☐ OSHD Asphalt 6.5 + 0.4 = 6.9 %
☐ T-27 P#10 of P¼ %
☐ T-11 P200 %

☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____ 30-50 ____ F.A. ____
☐ OSHD DEGRAD Ht. in. P20 ____% Ref. Ht. ____ in. P20
¼-0 Ht. in. P20 ____%
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-112 FRIABLE PARTICLES 1½-¾ ____% ¾-⅜ ____%
⅜-4 ____% 4-16 ____%
☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received
Date Reported 6-29-79
Lab. Charges $380.25

cc: ☐ FHWA
X Construction Engineer
X Region Engineer A. Shirley
X Resident Engineer Wm. Maude
District Engineer
Geology and Soils
X Reg. Geologist Elliott Parker
2X Files
X S. D. Spencer & Son
X Boyle

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
rm 81-734-3000

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☐ BITUMINOUS MIXTURE

Page 2 of 2
Data Sheet No.: AB 8462
LABORATORY REPORT NUMBER
79- 3659

SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

roject: S. Ashland - Cal. Line
ghway: Pacific
ntractor: S.D. Spencer & Son
bmitted by: Maude
Contract No. 8472
Res. Engr.: W. Maude
Sampled by: Tucker
Prefix No.: 615-1086-900
County: Jackson
F.A. Proj. No. ~~FS~~
Date Sampled: 4/4/79
Sample No. '462A
Quantity Represented 300"
Purpose of Sample: Inf
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
GREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT "B" 3/4-1/4 & 1/4-0
TENDED USE: "B" AC
ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER State Summit Quarry 15-48-3
MPLED AT: Rd Bed 24' Lt Ln 790
MARKS. Sample in plastic bag for extraction. Remainder for agg quality tests. Per Phone Inst from J X Wilson. All from 1-4' depth Large Sack"
eather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☐ T-27 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum	Percent Passing	Percent Fracture
3/4		0	100	
1/4		8	92	
3/8		26	74	
1/4		34	66	
4		46	54	
10		68	32	
40		86	14	
200		92.4	7.6	
P200		100		

Retention % 0.4
Mix des 19 LL 77-1026 B
AC 5.91 %
Moisture 2.12 %

Total wt of sample = 44.62 Kg
OSHD Asphalt 5.91 + 0.4 = 6.3 %
T-27 P#10 of P¼ %
T-11 P200 %

☐ T-19 UNIT WT lb/ft³ LOOSE 103.9 COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar Absorp.
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS AVE
1½-¾ ¾-⅜ 2.26 ⅜-4 3.23 C.A. 2.26
4-8 6.9 8-16 6.9 16-30 7.9 30-50 11.4 F.A. 8.95
☐ OSHD DEGRAD Ht 4.0 in. P20 13.8 % Ref. Ht. in. P20
¼-0 Ht 1.4 in. P20 12.3 %
☐ T-96 ABRASION GRADING C Percent Wear 16.64
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-112 FRIABLE PARTICLES 78 1½-¾ % ¾-⅜ 0.29 %
⅜-4 0.22 % 4-16 %
☐ T-113 LIGHT WEIGHT PIECES C.A. 0.0 % F.A. %
ADDITIONAL TESTS. The above tests were made on aggregate from Class "B" asphalt concrete after extraction of asphalt.

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received
Date Reported
Lab. Charges,

FHWA
Construction Engineer
Region Engineer
Resident Engineer
District Engineer
Geology and Soils
Reg. Geologist
Files

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3600

SAMPLE DATA
AND
LABORATORY TEST REPORT

☐ AGGREGATE ☐ BITUMINOUS MIXTURE

Page 1 of 2
Data Sheet No.: AB 8462-
LABORATORY REPORT NUMBER
79- 3660

SAMPLE DATA

NDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

roject: S. Ashland - Cal. Line
ighway: Pacific
ontractor: S.D. Spencer & Son
ubmitted by: Maude
Contract No.: 8472
Res. Engr.: W. Maude
Sampled by: Tucker
Prefix No.: 615-1086-9
County: Jackson
F.A. Proj. No.: ~~NF~~
Date Sampled: 7/4/79

Sample No.	Quantity Represented
462 B	300"

Purpose of Sample: Inf
Record ☐ Check ☐ Qualifying ☐

GREGATE — SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Class "B" 3/4-1/4 & 1/4-0
TENDED USE: Class "B" AC
ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: State Summit quarry 15-68-3
MPLED AT: Rd Bed 24' Lt Ln 790
MARKS: Sample in plastic bag for extraction. Remainder for agg quality tests. Per Phone Inst from J X Wilson.
eather
Avg. thickness
Plastic Bag Sample - B 4"-8"

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

FIELD CONTROL TEST NUMBER:

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☐ T-27 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
Extaction Sample				
3/4		0	100	
1/2		8	92	
3/8		21	79	
1/4		37	63	
4		47	53	
10		69	31	
40		85	15	
200		92.8	7.2 ✓	
P200		100		
A/C			9.6 ✓	
Retention			0.4	
Moisture			2.45%	
Mix Design			77-10268	

Total wt. of sample = 3476.4 gm
☐ OSHD Asphalt 9.6 + 0.4 10.0%
☐ T-27 P#10 of P¼ %
☐ T-11 P200 %

☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: • % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____ 30-50 ____ F.A. ____
☐ OSHD DEGRAD Ht. in. P20 ____ % Ref. Ht. ____ in. P20
¼-0 Ht. in. P20 ____ %
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-112 FRIABLE PARTICLES 1½-¾ ____ % ¾-⅜ ____ %
⅜-4 ____ % 4-16 ____ %
☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

REMARKS:

Date Received

Date Reported
6-29-79

Lab. Charges
$380.25

cc ☐ FHWA
X ☐ Construction Engineer
X ☐ Region Engineer A, Shirley
X ☐ Resident Engineer Wm, Maude
☐ District Engineer
☐ Geology and Soils
X ☐ Reg. Geologist Elliott Parker
2X ☐ Files
X S. D. Spencer & Son
X Boyle

John C. Jenkins
Engineer of Materials

Page 2 of 2

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3000

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 8462
LABORATORY REPORT NUMBER 79- 3660

SAMPLE DATA

NDICATE TESTS REQUIRED (Each sample requires separate data sheet) List additional projects for report distribution on back.

roject: S. Ashland - Cal. Line
ighway: Pacific
ontractor: S.D. Spencer & Son
ibmitted by: Maude
Contract No. 8472
Res. Engr.: W. Maude
Sampled by: Tucker
Prefix No: 615-1086-9c
County: Jackson
F.A. Proj. No. ~~FS~~
Date Sampled: 4/4/79

Sample No.: 8462 | Quantity Represented: B 300"
Purpose of Sample: Inf
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

GGREGATE ...SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Class "B" 3/4 - 1/4 & 1/4 - 0
TENDED USE: Class "B" AC
ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: State Summit quarry 15-68-3
MPLED AT: Rd Bed 24' Lt L^N 790
MARKS: Sample in plastic bag for extraction. Remainder for agg quality tests. Per Phone Inst from J X Wilson.
eather
Avg. thickness

L.L. %
P.I. %
P#10 of P¾ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS		
Sieve Size	% Retained	% Pass

Large Sack Sample - B 4"-8"

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☒ T-27 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum	Percent Passing	Percent Fracture
3/4		0	100	
1/2		8	92	
3/8		20	80	
1/4		36	64	
4		47	53	
10		67	33	
40		85	15	
200		91.9	8.1	
P200		100		

A/C 7.0
Retention 0.4
Moisture 2.27 kg
Mix design 77-10268

Total wt. of sample = 42.85 kg
☐ OSHD Asphalt 7.0 + 0.4 = 7.4 %
☐ T-27 P#10 of P¼ %
☐ T-11 P200 %

☐ T-19 UNIT WT lb/ft³ LOOSE 104.7 COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp Gravity, Bulk SSD Appar. Absorp.
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS AVE
1½-¾ ____ ¾-⅜ 4.57 ⅜-4 10.40 C.A. 7.49
4-8 19.1 8-16 17.8 16-30 17.3 30-50 16.2 F.A. 17.60
☒ OSHD DEGRAD Ht. 2.0 in. P20 17.9% Ref. Ht. ____ in. P20
¼-0 Ht. 2.9 in. P20 19.6%
☒ T-96 ABRASION GRADING B Percent Wear 15.05
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
☐ OSHD FINENESS FACTOR 1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☒ T-112 FRIABLE PARTICLES 78 1½-¾ % ¾-⅜ None %
⅜-4 2.14 % 4-16 %
☒ T-113 LIGHT WEIGHT PIECES C.A. 0.0 % F.A. %
ADDITIONAL TESTS: The above tests were made on aggregate from Class "B" asphalt Concrete after extraction of asphalt.

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

REMARKS:

Date Received
Date Reported
Lab. Charges $

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

John C. Jenkins
Engineer of Materials

1-5

5-18-79

ENGINEERS NARRATIVE

S. ASHLAND INT. --- CAL. LINE
PACIFIC HWY. JACKSON COUNTY
CONTRACT 8472 PREFIX 615-1086

On January 31, 1977 contract number 8472 was awarded to S. D. Spencer and Son of Vancouver, Washington for Grading, Paving, Barriers, Structures and Signing of the South Ashland Interchange-California Line Section of the Pacific Highway in Jackson County.

The contractor started installing temporary advance, oversize warning signs in late February at each end of the project. a small drainage crew, structure crew and a grading crew in the quarry site was started in mid March. The latter moved existing crushed material and started stripping overburden in the quarry site. This overburden turned out to be approximately 20-30 feet deep and the contractor has stated that a claim might result from this.

The structure crew started the widning on Colestin Structure and work continued thru late April when a.c. was removed, p.c.c.deck was ground and class 2 preparation was performed. Beams were set, deck and hand rail poured on the widned section. Deck grinding and class 2 prep. then moved to Siskiyou Structures. Work on the State Line Structure was cancelled due too excessive deck deterioration.

A section of the summit quarry had been previously shot by State Forces as a rip rap source. This material was used by the contractor for Rock Ditch Protection material with the understanding that he replace this material at the completion of this project. Drilling in the quarry started in late March with the first shot made the first week in April. A sequential blasting machine was employed to regulate impact and a seismagraph with operator recorded each shor that was made in the quarry. All shots were quiet, no ground tremor and no rocks thrown. Traffic on the old highway and freeway was halted during shots. The amount of powder per cu. yd. of material and total number of holes shot at one time was controlled by the special provisions and checked by a representitive of the O.S.H.D. prior to each shot. A nearby private well was also monitored before and after each shot. Drilling was completed in the quarry on June 1st and shooting stopped on June 20.

Drainage work continued thru out the project. Pioneering for line drilling in S. B. summit cut started in mid April with drilling starting the last week of April. Four drills working two shifts on this phase were drilled out in mid July.

The contractor, for his own convenience continued the temp. median barrier from the original Southerly end of the stage 1 detour to the South end of the summit cut. He also installed temp. concrete shld. barrier through the summit cut to separate his hauling units from traffic. The stage 1 detour opened up for

Prepare Ltr
of acknowledgement
OK
5/21/79
W.E.C

REFERRED TO
___Beard___ ___Stoudenmeyer___
✓ ___Cole WEC___ ___Sample___
___Eriksen___ ___Watson___
___Hager___ ___Dorn___ ___Lau___
Return Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

___Versteeg___
___Anderson___
1 ___Christensen___ Doc
___Olson___
MW ___Sullivan___ Copy
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
MAY 1 3 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To___
Bring ___/___/___
Action___

traffic on 4-4-77 and the contractor started hauling shot rock from S.B. summit cut to the designated waste area at the South end of the S.B. cut in mid May. Flagmen were used to stop traffic while dozers were pushing over from upper benches to loading operations at pavement level. Work on S.B. summit cut was completed by high scalers in late July.

A pavement pulverizer started work on S.B. shld. in mid June. After two or three weeks of poor progress it was replaced by a blade and self propelled sheepsfoot compactor which broke up the existing a.c. shld. to specified size. On the first week of August Spencer started cement treating existing shld. material. Water for this operation was obtained by Spencer who paid three ranchers on a private irregation ditch for their water rights.(Dunn Ditch) Two large holding tanks were set up as surge tanks and furnished water for C.T.B., shld rock, dust control and sometimes for the a.c. plant scrubber. Spencers rock crusher started producing material after the July 4th shut down on a two shift basis. The plant made 3/4 -1/4, 1/4-0 and 3/8-1/4. Some problems with surplus 200-0material. Plant swiched to 1 - 0 shoulder aggregate on July 13th and continued with 1/4-0 and 3/8-1/4. There was some unsuitable material in the crusher stockpile which the contractor was asked to remove and not feed thru the crusher. This request was not always adhered to which resulted in failing tests. Eratic feeding of crusher to keep cones from plugging caused problems with getting represenitive samples of material. Crushing was completed on Oct.5, 77.

Work was started on the truck escape ramp in late July and continued at a rather slow pace. State Forces ran numerous tests with unloaded and loaded trucks in early December. This section of the project was completed with 258 work days being charged which was an over run of 33 days. Extra signs, additional pavement marking and two cantalever illuminated signs with flashers were installed later to stop tourist from pulling into arrestor bed, thinking they were entering the rest area located one half mile beyond escape ramp.

On August 5th the contractor started covering the cement treated shld. material with a.c. Contractor placed leveling course in rutted areas with a blade ahead of machine paving operation. Deep patches were also bladed in to bring settled fills back up to proper grade. Paving work was continued daily, weather permitting until November 10th when the last "E" mix was put down. A small amount of ditch paving, median paving and curbs was completed in April 1978. This latter work was dependent upon completion of median rail post installation and alignment in some areas. Traffic control in N.B. lanes from the summit to the North end of project was given special attention due to the frequency of run away trucks on this section of the project.

Flagmen were placed in the summit cut who stopped all trucks and warned the drivers of lane closures ahead and asked them to use low gears while decending the 6% down grade. Small portable two way radios were also used to warn the paving crew of run away trucks. A fatal accident occured at the Rest Area on ramp. A run away truck pulled through traffic cones missing crew and paver by a very small margin. The driver of the truck who died had been stopped in the summit and warned of paving work with lane closure ahead. All signs, cones and flagmen were in proper position at the time this accident occured.

On the last of August some unsuitable matial was incorporated into the "B" a.c. mix. Paving operations were stopped by the inspector. The Supt. resumed paving and placed 16 loads of rejected material. This material was removed and replaced by the contractor in early September.

In early August stage 2 detour was opened up through the summit cut. This allowed line drilling to start on the N.B. side of the cut. This material was schedualed to be placed in the waste area on the S. end of the S.B. cut. The contractor located a waste area on the N.B. side which would eliminate crossing the highway with his hauling units or running along side N.B. traffic to Colstin Structure, crossing under highway and returning along side S.B. traffic to waste area. This plan was approved by price agreement # 10 which included a 0.175 ¢ per cubic yard credit to the State.

Shld. aggreate was placed through out the project except where curbs remained in place and in paved ditch areas. The project Supt. blamed the inspector on shld. rock operation for causing a belly dump truck to roll over into a ditch. This incident prompted a meeting in Salem between representatives of O.S.H.D. and S.D. Spencer and Son.

Upon completion of grading work in N.B. summit cut and brake inspection area the stage 2 detour was removed. Reject barriers removed from project and good barriers placed in perminate location. This barrier that had been set for stage 2 detour were origionally set with approx. 2" spacing between the ends of each barrier. Upon orders from a Federal Hwy Official these barrier were re-set with the tounge in the groove as perminate barrier are set. The project supt. was not in favor of this and said he would charge the State Hwy. for repairing damaged barrier, labor and equipment time for moving barrier together.

General clean up work through out project including restoration work in quarry site was completed in late December. In February site post and sign installation was started and was completed in August. Final clean up was completed on 10/20/78 and second notification was dated October 13, 1978.

Some items that the contractor has indicated he might present claims against O.S.H.D. are as follows.

Removing overburden from quarry
He feels that an excessive amount of work was neccessary to remove unsuitable material. There were drill logs in Region office that showed 20-30 feet of overburden.

Barrier Spacing

On stage 1 detour the temporary conc. median barriers were set with a 2" spacing between them. Upon request from a Federal Hwy. Official(Glen Hossner) the stage 2 barrier were set to perminate barrier tolerance. The contractor may want damages from broken barrier resulting from this plus labor and equipment rental to remove and reset them.

Extra Depth A.C.

Up to 12" of A.C. was encountered on S.B. shld. and median where old Hwy.

crossed new aligment. Contractor had some problems in these areas with pulverization and digging pipe trenches.

Pin and Hook Barrier

Plans were not clear about grouting under this barrier.

Class 2 Preparation on structures

Spec's did not require cleaning rust from re-bar and were vauge about what constituted sound concrete.

Line Drilling

The original plan called for line drilling slopes steeper than 1/2-1. P.A. #one changed this to 1/2-1 and steeper. E.W.O. # four paid the contractor for pioneering a road for drills on 1:1 slopes. The grading foreman continued to line drill all cuts in the summit cut both N. and S. bound. This work included some 3/4-1 and 1:1 with some odd slopes in between. This line drilling of slopes flatter than 1/2-1 was not directed by Hwy. personnel.

Guard Rail

Apex Fence Company, who was the sub-contractor for guard rail on this contract has indicated they will file claims against the Highway Dept. for the following reasons.

Apex was requested to keep to a minimum the amount of rail down on the N.B. outside shoulder in fill areas from station 300 to 570.

They also resented the inspectors method of testing post backfill compaction with a section of steel rod.

Another claim is that they were required to space posts to fit standard rail slots. Numerous posts set out of plumb were marked for removal and resetting through out the project.

Work in general was slow and not up to average for workmanship. During the first year of the contract the prime contractor caused Apex to move about the project frequently in order that drainage and paving could continue without interuption. This along with numerous breakdowns of punches or complete removal of equipment from this project to work elsewhere added to the lack of any organized progress.

Relations between Highway and the prime contractor personnel during this contract was for the most part good, with a few exceptions. The project Supt. on two occasions used excessive, abusive language during discussions with the Assistant Res. Engr. about structure work and an Inspector checking shld. aggregate placement. One of the structureforemen also was uncooperative and unreliable at times.

An unfortunate accident occured when a grader placing A.C. patches in the N.B. lanes near Bear Canyon lost its brakes and struck a motor home causing a fatality to a passenger in the motor home.

There were seventeen extra work orders, twenty seven price agreements and eighteen state force orders written during this contract. The largest E.W.O.s were #9 to gunite seams in the summit cut and # 14 for two cantalever signs at the truck escape ramp.

GUARD RAIL

The sub contractor for guard rail began with two people on March 10,77, sorting, hydraulically punching slots for 6'3" spacing, and stacking salvage rail in S Ashland Maint. yard and then in Central Point Maint. Yard. By the 15th four more workers were rail slot punching on job and partial rail brakedown began and soon layout for posthole punch and replacement of damaged rail with rail "barrowed " from Maint.

The posthole punch moved on the job by the 18th of March and began placing posts while workers dropped rail, pulled posts and hauled off damaged rail. A post hole auger-punch rig moved in the following week to begin placing posts and workers began remounting rail on newly placed posts.

Thru out remainder of job G.R. contractor pulled post hole punch and posthole auger off this job for his other contracts. There were no post hole rigs on job for periods up to a month at a time. There was one additional rented rig that worked for about a week in late April but G.R. contractor was not able to work as planned because to interference with the prime contractors work plans. In early April the prime contractor directed G.R. contractor to move work to another location to facilitate prime"s rock shld. work. G.R. contractors sub. sub. were required by prime to move numerous times thru out remainder of job causing considerable disorganization and wasted time.

Crew partially fabricating temporary continuous rail barrier and then placing it later in work.

The first week in May fencing around waste area began with several additional laborors arriving, but worked only on fencing for a week and left fence incomplete until the following season.

Because of cool and rainy weather, Odd-6 the rail paint stripping sub sub contractor did not begin until the 2nd week of June.

By mid august iron workers began tieing rebar for special concrete barrier intermittantly for the rest of the month and resumed tieing the 2nd week of Sept. when carpenters began work on forms for the special concrete barrier.

A backhoe began exc. for barrier and also a loader was brought on job for clean up of augered material out of paved median. There was at this time 21 workers and 3 foremen working on G.R. and associated Bid items.

The last weeks of Sept.77 the auger-punch rig began placing metal posts for retaining wall, which was then completed and backfilled and first concrete pour was made of the special concrete barrier. Paint strippers did not work most of Sept. and Oct. nor after Oct 21 because of weather.

Augering and blasting holes for hold down anchors was began 2nd week in Oct. and concrete poured with in the week.

By November began paint on special concrete barrier and re hanging rail in areas that curbs had been placed and further clean up on pavement in augered areas of median.

At the Res. Engr's. request G.R. contractor hung rail in areas where prime was not able to place curb before shutting down for the season. Contractor also worked of bridge connections, covering gaps in rail, securing loose rail and further general clean up befor pulling out on Dec. 10th.

During this season G.R. contractor had difficulty placing posts in proper line and spacing, primarily with post holes punches. G.R. auger had better luck but posts placed by both rigs were often left untamped or poorly tamped and collected considerable water during the winter. Also only one, if any metal wedge for use of salvaged slope top posts was available and quite often those posts were split or damaged but left in place. Once the post punch started on a set up little was done ot correct drift of replace damaged pasts. The operator was concerned primarily with speed, being paid "by the number of post placed". Where one punch placed every other post and following and placing in between posts a second rig did not always place posts in line with preceeding posts as much as 3" off line and 6" off space at times.

Contractor returned to job 18 April 78, with 3 labors and foreman replacing damaged rail, placing blocks, bolts and snow load washers. It was two weeks before G.R. punch arrived to replace damaged posts and final alinment. More labors came in during the following weeks boosting crew to 10.

The G.R. auger arrived in mid May to continue placing posts in paved median areas. In mid June auger prepared holed for type 1 anchors. Several weeks later patching was begun around posts in median.

On July 10 paint stripping sub sub began work and also the type 1 anchors were prepared and poured. On July 24th a backhoe was brought in to begin placing type 2 anchours and hook up.

Several more laborors arrived and from Aug. 3 to Aug. 15 completed fences. Besides earlier intermittant periods of over a week there were no guard rail rigs on job between Aug. 14th and Sept. 14th, 1978.

The contractors crew deminished to only a few the then there was no activity between Aug. 22 and Sept. 11 when contractor returned to correct problem areas and complete final clean up. Sept. 15 was guard rail contractors last day on job.

S.ASHLAND INT.-CALIFORNIA LINE
CONTRACT 8472 PREFIX 615-1086
PACIFIC HIGHWAY JACKSON COUNTY

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM	CONTRACT	FINAL	PERCENT +OR-
Contract Bid Items	$6,044,358.82	$5,659,017.05	-6.4%
Price Agreements		$63,658.27	
Adjustments		-$16,100.79	
Extra Work Orders(Unanticipated)		$49,377.67	
State Force Orders (Unanticipated)		$37,129.07*	
Anticipated Items	$194,600.00	$93,341.77	-52.0%
Contingincies	$280,753.15		
Engineering	$499,116.71	$508,532.98	+1.9%
Total Contract Costs	$7,018,828.68	$6,394,956.02	-8.9%

* Estimate Only. Billings for work not received in this office.

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
1.	Furnish Field Laboratory	Each	1	1	0.0%
2.	Mobilization	Lump Sum	100%	100%	0.0%
3.	Temporary Protection & Direction of Traffic	Lump Sum	100%	100%	0.0%
4.	Temporary Signs The total amount of signs were increased due to additional signing to warn truckers of steep downgrades on the northbound lanes and prevent runaway trucks.	Sq. Foot	3,000	3,691.9	+23.1%
5.	Temporary Barricades Some barricades were used on both the stage I and stage II detours.	Each	16	8	-50.0%
6.	Temporary Continious Rail Traffic Barrier, Reflectorized The contractor extended detours through the summit cut with temporary median barrier at his own expense to aid in material removal. This eliminated the need for the temporary rail.	Lin. Foot	1,250	605	-51.6%
7.	Temporary Guard Rail Structure widening was done in conjunction with the stage detours eliminating the need for any temporary guard rail.	Lin. Foot	250	0	-100.0%
8.	Temporary Concrete Barrier	Lin. Foot	10,700	10,700	0.0%
9.	Moving Temporary Concrete Barrier	Lin. Foot	10,425	10,600	+1.7%
10.	Temporary Plastic Safety Markers	Each	4	4	0.0%
11.	Flagmen The number of flagmen used on the job was adequate for traffic control. The bid quantity was simply not needed for this project.	Hour	8,000	2,900	-63.8%
12.	Oversize Advance Construction Signs	Each	2	2	0.0%
13.	Clearing and Grubbing	Lump Sum	100%	100%	0.0%
14.	Removal of Structures and Obstructions	Lump Sum	100%	100%	0.0%
15.	Ditch Excavation	Cubic Yard	1,390	1,332.11	-4.2%

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
16.	General Excavation	Cubic Yard	135,620	144,027.8	+6.2%
17.	Extra for Selected Embankment material	Cubic Yard	9,855	9,855	0.0%
18.	Rock Ditch Protection Material Some areas to be covered had eroded between the time the project was located and the work was done.	Cubic Yard	13,410	16,249.7	+21.2%
19.	Trench Excavation In some cases, pipes were installed shallower than were figured in plan quantities to avoid excavation in solid rock.	Cubic Yard	6,780	5,577.07	-17.7%
20.	Finish Roadbed & Slopes	Lump Sum	100%	100%	0.0%
21.	Watering The bid quantities were not needed, mainly due to the underrun of aggregate shoulders and the rocky nature of the fill material.	M/Gallon	2,600	828.5	-68.1%
22.	Arrestor Bed Surfacing The energy dissipating mounds at the end of the truck escape ramp were not used.	Ton	3,700	2,772.59	-25.1%
23.	Aggregate Shoulders Used surplus cement treated base and salvaged existing aggregate shoulder material.	Ton	52,900	38,181.35	-27.8%
24.	Construct Shoulder Slopes, Salvaged Materials	Mile	11	11.24	+2.2%
25.	Cement Treated Subgrade	Square Yard	92,400	90,280.67	-2.3%
26.	Cement for Treated Subgrade A smaller percentage of cement was used for construction than was used on the location data for figuring bid quantities.	Ton	3,250	2,515.74	-22.6%
27.	Class B Asphalt Concrete Mix	Ton	134,000	141,710.68	-5.8%
28.	Class B or C Asphalt Concrete Mix in Leveling This item was combined with Bid item 27 to simplify bookkeeping procedures.	Ton	21,400	0	-100.0%
29.	Class E Asphalt Concrete Mix The final quantity was needed to cover areas calling for paving with E mix. The work was performed according to the plans.	Ton	35,120	39,373.19	+12.1%

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
30.	Asphalt Cement in Mix	Ton	12,560	11,449.298	-8.8%
31.	Portland Cement in Class "E" Mixture	Ton	350	318.295	-9.1%
32.	Asphalt in Tack Coat	Ton	145	87.35	-39.8%
	The amount of tack coat used was adequate for the project.				
33.	Concrete Ditch Lining	Sq.Yard	430	690	+60.5%
	After the contract was let, undermined ditches needing relining were found. The condition of these ditches changed between time of location and construction.				
34.	Hold Down Anchors	Each	4	4	0.0%
35.	8-Inch Culvert Pipe	Lin.Foot	50	63	+26.0%
	Extra pipe was used to connect existing pipes to new inlets.				
36.	12-Inch Culvert Pipe	Lin.Foot	354	569	+60.7%
	Pipes were extended in the waste area with culvert pipe instead of storm sewer as was called for in the plans.				
37.	15-Inch Culvert Pipe	Lin.Foot	20	25	+25.0%
	An existing pipe was damaged and was replaced with five feet of new pipe.				
38.	18-Inch Culvert Pipe	Lin.Foot	330	467	+41.5%
	Pipe were extended in the truck escape ramp to lengths not shown on the plans.				
39.	24-Inch Culvert Pipe	Lin.Foot	120	294	+145.0%
	Culvert pipe was used instead of sewer pipe in waste area. See bid item 46.				
40.	36-Inch Culvert Pipe	Lin.Foot	24	24	0.0%
41.	48-Inch Culvert Pipe	Lin.Foot	58	58	0.0%
42.	18-Inch Irrigation Pipe	Lin.Foot	36	38	+5.6%
43.	12-Inch Sewer Pipe	Lin.Foot	5,300	5,303	+0.1%
44.	15-Inch Sewer Pipe	Lin.Foot	7,270	6,900	-5.1%
45.	18-Inch Sewer Pipe	Lin.Foot	2,320	2,416	+4.1%
46.	24-Inch Sewer Pipe	Lin.Foot	160	0	-100.0%
	Culvert pipe was used instead of sewer pipe in waste area. See Bid Item 39.				
47.	12-Inch Slotted Drain Pipe	Lin.Foot	48	46	-4.2%

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
48.	Extra for Pipe Under Pavement	Lin. Foot	10,070	9,687	-3.8%
49.	Concrete Manholes	Each	5	5	0.0%
50.	Concrete Inlets, Type B Six "B" inlets were added to allow access for cinder removal from drainage system by maintainence forces.	Each	4	10	+150.0%
51.	Concrete Inlets, Type G-1 Modified	Each	22	22	0.0%
52.	Concrete Inlets, Type G-2	Each	111	109	-1.8%
53.	Concrete Inlets, Type G-2M	Each	24	24	0.0%
54.	Concrete Inlets, Type ME One inlet was omitted as unnecessary and four inlets were replaced by type "B" inlets or type ME Modified inlets.	Each	5	0	-100.0%
55.	Concrete Inlets, Type ME Modified	Each	37	40	+8.1%
56.	6-Inch Drain Pipe	Lin. Foot	780	761	-2.4%
57.	8-Inch Drain Pipe In some areas there was no need to remove existing perf pipe and replace it with new pipe as called for in the plans.	Lin. Foot	7,310	6,455	-11.7%
58.	12-Inch Drain Pipe The existing pipes were long enough to reach drain ditch. They did not require extension due to changes in the shape of the waste area in their location.	Lin. Foot	40	0	-100.0%
59.	Special Filter Material in Drains Crushed base material was used on top of filter material to reduce chance of erosion to filter sand due to steep grade. Trenches were also dug narrower than standard width used to calculate contract quantities.	Cu. Yard	1,990	858.76	-56.8%
60.	Debris Racks, Type A	Each	6	6	0.0%
61.	Debris racks, Type B	Each	3	3	0.0%
62.	Steel Retaining Wall	Lin. Foot	150	150	0.0%
63.	Guard Rail, Type 2A	Lin. Foot	90,262	90,505	+0.3%

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
64.	Guard Rail, Type 2A w/Channel	Lin. Foot	20,400	20,465	+0.3%
65.	Guard Rail, Type 3	Lin. Foot	263	250	-4.9%
66.	Guard Rail, Type 3 w/Channel	Lin. Foot	25	25	0.0%
67.	Metal Median Barrier	Lin. Foot	1,365	1,461	+7.0%
68.	Median Barrier Connection	Each	6	6	0.0%
69.	Extra for 8-Foot Posts The 8-foot posts were used when the sawtooth section was over two feet difference in elevation and as directed by the engineer. The engineer directed the contractor to use the standard post when solid rock was encountered rather than blast deeper holes.	Each	2,210	1,277	-42.2%
70.	Guard Rail Anchors, Type 1	Each	21	21	0.0%
71.	Guard Rail Anchors, Type 2	Each	31	34	+9.7%
72.	Extra for Guard Rail Bridge Connections Two existing connections were utilized and not changed.	Each	14	12	-14.3%
73.	Rail End Pieces, Type A	Each	26	28	+7.7%
74.	Rail End Pieces, Type C	Each	20	21	+5.0%
75.	Type 2 Fence	Lin. Foot	1,725	1,765	+2.3%
76.	Extra for Asphalt Ditch Lining Approximately ten thousand lineal feet of ditch lining were omitted for the calculation of quantities due to an error in the plans. When the overrun was anticipated price agreement number eleven was written to document the change in quantities.	Sq. Yard	375	17,789.6	+4,638.0%
77.	Concrete Barrier	Lin. Foot	16,840	16,673	-1.0%
78.	Special Concrete Barrier	Lin. Foot	1,250	1,252	+0.2%
79.	Structure Excavation The contractor removed material from the excavated area for use in embankment prior to staking and excavation for special barrier.	Cu. Yard	120	45.37	-62.2%
80.	Special Wall Backfill The contract amount was not required to backfill the wall.	Cu. Yard	400	347.99	-13.0%

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
81.	Paved Culvert End Slopes	Sq. Foot	765	817	+6.8%
82.	Drainage Curbs The existing curbs were saved where they were in good condition and there was no widening of the shoulders.	Lin. Foot	28,280	22,551.4	-20.3%
83.	Loose Rip Rap, Class 700 This overrun was caused by erosion of ditches between the time of project location and construction.	Cu. Yard	190	257.1	+35.3%
84.	Delineators	Each	600	623	+3.8%
85.	Adjust Inlets	Each	33	35	+6.1%
86.	Special Grates for Adjusting Inlets	Each	8	8	0.0%
87.	Roadside Seeding & Mulching	Acre	11	11.7	+6.4%
STRUCTURE					
88.	Bridge Removal Work	Lump Sum	100	100	0.0%
89.	Shoring, Cribbing, Etc.	Lump Sum	100	100	0.0%
90.	Structure Excavation The solid rock in which the foundations were placed resulted in less excavation than was anticipated in the plan quantity.	Cu. Yard	80	66.03	-17.5%
91.	Structure Excavation Below Elevations Shown Below grade excavation was not needed.	Cu. Yard	10	0	-100.0%
92.	Structural Concrete, Class 3300	Lump Sum	100	100	0.0%
93.	Structural Concrete, Class 4000	Lump Sum	100	100	0.0%
94.	40'/45' Type II Prestressed Beams	Each	1	1	0.0%
95.	45'/50' Type II Prestressed Beams	Each	2	2	0.0%
96.	Reinforcement	Lump Sum	100	100	0.0%

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
97.	8-Inch Culvert Pipe	Lin.Foot	15	15	0.0%
98.	Class 1 Preparation, Bridge No. 9259	Sq.Yard	1,575	1,550.2	-1.6%
99.	Class 1 Preparation, Bridge No. 9259A	Sq.Yard	935	953.3	+2.0%
100.	Class 1 Preparation, Bridge No. 9260A	Sq.Yard	1,180	1,341.6	+13.7%
	All work was performed per plans and specifications. Work areas were slightly larger than shown on plans.				
101.	Class 2 Preparation, Bridge No. 9259	Sq.Yard	110	199.86	+81.7%
	There were a larger number of areas requiring work than were anticipated.				
102.	Class 2 Preparation, Bridge No. 9259A	Sq.Yard	65	43.29	-33.3%
	Less work was needed than anticipated in the bid quantities.				
103.	Class 2 Preparation Bridge No. 9260A	Sq.Yard	85	222.9	+162.2%
	The erosion on the deck was greater than planned for. In many areas work had to be done around the rebar which was not anticipated in the location estimate.				
104.	Dense P.C. Concrete Overlay, Bridge. NO.9259	Sq.Yard	1,575	1,550.2	-1.6%
105.	Dense P.C.Concrete Overlay, Br.No. 9259A	Sq.Yard	935	953.3	+2.0%
106.	Dense P.C.Concrete Overlay, Br. No. 9260A	Sq.Yard	1,375	1,341.6	-2.4%
107.	Membrane Waterproofing Bridge No. 9184	Sq.Yard	1,330	1,395.2	+4.9%
108.	Membrane Waterproofing Bridge No. 9312	Sq.Yard	1,395	0	-100.0%
	This bid item was deleted due to extensive delaminated areas on the structure which were discovered when work began.				
109.	Expansion Joint and Paving Dam	Lin.Foot	52	0	-100.0%
	Bid item deleted for same reasons as bid item 108.				

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +OR-
110.	Expansion Joint	Lin. Foot	217	217	0.0%
SIGNING					
111.	Remove Existing Sign Installations	Lump Sum	100	100	0.0%
112.	Wood Sign Posts	Lump Sum	100	100	0.0%
113.	Sign Support Footings	Lump Sum	100	100	0.0%
114.	Breakaway Sign Posts	Lump Sum	100	100	0.0%
116.	Exit Number Sign Supports	Lump Sum	100	100	0.0%
115	Single Post Breakaways	Lump Sum	100	100	0.0%
117.	Type A & B Signs in Place	Sq. Foot	526	586.3	+11.5%
	Signs were installed per plans. Bid quantities were in error.				
118.	Type C, D & V Signs in Place	Sq. Foot	922	855.3	-7.2%
119.	Type F & G Signs in Place	Sq. Foot	36	0	-100.0%
	Type F and G signs were deleted in the signing revisions of April, 13, 1977.				
120.	Move & Modify Existing Signs	Lump Sum	100	100	0.0%

STATEMENT OF OVERRUNS & UNDERRUNS

P.A. NO.	PRICE AGREEMENT	UNIT	FINAL QUANTITY
1.	Modify Special Provisions, Blast Methods	Documentary Only	
2.	Delete Shape Factor, Arrestor Bed Surfacing	Documentary Only	
3.	Change Pipe Size, 12-Inch to 15-Inch	Documentary Only	
4.	Change Method of Measurement, Rock Ditch Protection	Documentary Only	
5.	Remove Paved Strip from Median	Lump Sum	100%
6.	Strip Paint From Guard Rail Flares	Lin. Foot	1,714
7.	Additional Class 4000 Concrete, Bridge No. 9260A	Lump Sum	100%
8.	Modify Compaction Requirement, Cement Treated Subgrade	Documentary Only	
9.	Delete Bid Item 28 and Increase Bid Item 27	Documentary Only	
10.	Modify Detour By Extending Southerly Limits	Documentary Only	
10A.	Permit Use of New Waste Area	Lump Sum	100%
11.	Increase Bid Items 23, 27, 30 & 76	Documentary Only	
12.	Realign Pipe to Miss Sign Post	Lump Sum	100%
13.	Reconstruct Existing Ditches	Lump Sum	100%
14.	Remove Asphalt and Base Rock, Southbound Bridge Ends	Lump Sum	100%
15.			
16.	Change Special Provisions, Pge.29, Sect 403.16(a)	Documentary Only	
17.	Type II Preparation, Bridge No. 9260A	Lump Sum	100%

STATEMENT OF OVERRUNS & UNDERRUNS

P.A. NO.	PRICE AGREEMENT	UNIT	FINAL QUANTITY
18.	Remove Asphalt and Base Rock, Northbound Bridge Ends	Lump Sum	100%
19.	Use 1/2"-1/4" Aggregate, Class E Asphalt Mixture	Documentary Only	
20.	Remove Asphalt Tapers	Lump Sum	100%
21.	Pay Contractor for Additional Footing and Sign Post	Lump Sum	100%
22.			
23.	Purchase ACMASEAL	Lump Sum	100%
24.			
25.	Delete State Weigh Witness	Documentary Only	
26.	Purchase Excess 1"-0 Material in Stockpile	Lump Sum	100%
27.	Reduce Bid Item 63, Pay For Guard Rail Const W/State Furnished Rail	Lin. Foot	12,662.5
28.	Modify Contract to Allow For 10% Markup For Work Done By Subcontractor	Documentary Only	

* * *

ADJUSTMENTS

1.	Liquidated Damages @ $100/Day	Day	33
2.	Price Reduction Pending Price Agreement for Non-Spec AC	$	-$12,800.79

STATEMENT OF OVERRUNS & UNDERRUNS

E.W.O. NO.	EXTRA WORK ORDER	UNIT	FINAL QUANTITY
1.	On The Job Trainee	$	$3,010.20
2.	Remove Pavement Striping	$	$11,876.68
3.	Adjust Existing Guard Rail Flares	$	$2,676.51
4.	Pioneer Southbound Summit Cut	$	$5,381.24
5.	Remove Cinders from Aggregate Shoulders	$	$1,161.60
6.	Remove Broken Asphalt From Shoulders	$	$2,243.03
7.	Monitor Blast Shock Vibrations	$	$7,376.67
8.	Temporary Pavement Mkg. By Cont.		0
9.	Seal Rock Seams W/Gunite	$	$7,264.34
10.	Relocate & Reinstall Drain Pipe	$	$603.84
11.	Adjust Height of Guard Rail	$	$26,202.30
12.	Relocate & Rebuild Inlet	$	0
13.	Remove & Reset Concrete Barrier	$	$1,928.39
14.	Furnish & Install Illuminated Cantilever Signs	$	$27,866.56
15.	Modify Sign Support Bracket	$	$214.48
16.	Repair Structure Deck, Br.9312	$	$1.074.44
17.	Install Median Barrier Mounts	$	$626.50

STATEMENT OF OVERRUNS & UNDERRUNS

S.F.O. NO.	STATE FORCE ORDER	UNIT	FINAL QUANTITY
1.	Permanent Pavement Striping	$	8,000.00
2.	Temporary Pavement Striping	$	9,929.56
3.	Replaced by E.W.O.7		
4.	Install New Pump-King Property	$	794.26
5.	State Furnished Railroad Rail	$	632.73
6.	Monitor Escape Ramp	$	20,374.10
7.	Median Barrier Delineation	$	282.10
8.	Temporary Traffic Control, Escape Ramp	$	3,247.03
9.	Repair Blast Damage to Mobile Home	$	518.41
10.	Repair Damage to Yondorf Resident	$	1,404.95
11.	Install Electrical Service	$	200.00
12	Construct 2-Foot Bottom Ditch	$	284.39
13.	Construct Type G-2M Inlet	$	967.94
14.	Chain Up Area-Illumination for Flagmen Area	$	6,099.55
15.	Credit for Expansion Joint Materials	$	-923.00
16.	Modify or Relocate Truck Escape Ramp Signs	$	850.58

8472

deo 9-5

May 14, 1979

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RECEIVED
MAY 14 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Mr. George Dale
State Traffic Engineer
Design Engineering
P.O. Box 1708
Cheyenne, WY 82001

Dear Mr. Dale,

In response to your request, we are transmitting the following information on the Siskiyou truck escape ramp:

1. Copy of pertinent construction plans and specifications,
2. Copy of preliminary test results on the pea gravel material,
3. Random copies of ramp-use record sheets,
4. Copy of Truck Escape Ramps report as presented at the Northwest Roads and Streets Conference held in February, 1978.

Oregon currently has five truck escape ramps in operation. We have had very favorable experience with all of them. The Siskiyou truck escape ramp is our first (and only) ramp constructed on a downgrade (-5.5%). It may be slightly overdesigned, as we were concerned that the pea gravel might freeze. This did influence our decision on the length of the ramp.

The length of the ramp was calculated using a friction factor of .25 which would allow for some contamination of the aggregates in the arrester bed. It was anticipated that an empty truck or semi-trailer with an initial velocity of 80 mph would stop approximately 1100± feet into the bed. For a heavily loaded vehicle, only 900± feet would be required.

The ramp was opened for use on February 11, 1978, and from then until April 1, 1979, it has been used approximately 176 times, though not all the vehicles are trucks. It does get considerable inappropriate use, such as, cars mistaking the ramp for a freeway exit or 4-wheel drive vehicles looking for a challenge, and probably some vandalism. However, we are well satisfied with the design and effectiveness of the ramp.

If we can be of further assistance to you, please contact us.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

MK:mw
Encs.
cc: L. E. George

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 9, 1979

Mr. George Dale
State Traffic Engineer
Design Engineering
P.O. Box 1708
Cheyene, Wyoming 82001

Dear Mr. Dale:

As discussed with you in a recent telephone conversation, we have one of our truck escape ramps installed in a downgrade. This ramp is located on Interstate 5 between the California State line and Ashland. Before this right hand escape ramp was built, we considered the possibility of installing a left-hand offramp. An expensive structure would have been required for a left-hand ramp and no good location was available. Due to this and the possibility of other operational problems, it was decided to install the existing right-hand escape ramp, even though it is on a downgrade.

Under separate cover, Mr. J. H. Versteeg, Road Design Engineer, will send you information on the design details of the Siskiyou escape ramp and the results of our research for ramp design.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DKH:cs
bc: J. H. Versteeg, Please take appropriate action.

1 Versteeg
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Christensen
Olson
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RECEIVED
MAY 10 1979
ROAD DESIGN
SECTION

Do Not F
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Form 734-3122

8472

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

4-10-79

FEDERAL AID	I-F-5-1(91)00
STATE ECT NO.	See below
COUNTY NAME	Jackson
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	70010

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO Moehring
FOR
Info | Invcs | R/D | D.R | Sign | Art | File

4/13
orig to

DATE PS & E APPROVED	11-23-76
DATE AUTHORIZATION EFFECTIVE	3-2-79
FEDERAL ROUTE NUMBER	Interstate 5
STATE ROUTE NUMBER	Primary 1

GENERAL LOCATION:

South Ashland Interchange - California State Line

GENERAL DESCRIPTION OF WORK:

Furnish and Install Diagrammatical Sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ONXXXXXXXX
XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 2, 1979, as requested in Mr. Keasey's letter of March 22, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 19 is approved for TEC NTE $1,250 - Federal Funds $1,153.

DATE	4-10-79
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

8472

8

March 28, 1979

Marilyn Carbaugh
St. Paul Fire & Marine Insurance Co.
Bond Department
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Dear Ms. Carbaugh:

Reference is made to your letter of March 22 regarding the S. D. Spencer & Son Contract No. 8472 in Jackson County.

As requested, we are attaching a copy of the claim filed by Rodney K. Norton, Attorney, on behalf of Odd-6 Corporation and a copy of our acknowledgement letter of March 15, 1979.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachments

St. Paul Fire and Marine Insurance Company
Portland Service Center
500 N. E. Multnomah Suite 700
Portland, Oregon 97232
Telephone: (503) 238-6240

The St.Paul
125 Years of Financial Service
1853-1978

March 22, 1979

State of Oregon
Oregon State Highway Division
Salem, Oregon 97310

Attention: C. W. Head

Re: Jackson County Project #8472

Dear Mr. Head:

Thank you for the prompt completion of our status of contract information sheet on the Jackson County Project #8472 for S. D. Spencer and Son.

In completing the form, you indicated that a claim had been filed against this bond, and, that we had previously been notified of this claim. We have not received notification or information about this claim. I would appreciate copies of any information regarding the claim as soon as possible.

Thank you for your help.

Very truly yours,

Marilyn Carbaugh

Marilyn Carbaugh
Bond Department

MC:vw

NOTED
C. W. HEAD

RECEIVED
MAR 26 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The St Paul
Property & Liability Insurance

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

TO:

STATE OF OREGON
OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, 97310

BOND NO. 400 EU 6253

YOUR NO. 8472

Contractor: S.D. SPENCER & SON

Description of Contract: JACKSON COUNTY: S. ASHLAND INTERCHANGE CALIF., STATE LINE SECTION OF THE PACIFIC HIGHWAY BEGINNING APPROX., 3 MILES S. OF ASHLAND, GRADING, PAVING BARRIERS, STRUCTURE & SIGNING

Owner: STATE OF OREGON

Contract Price: $ 6,044,358.82 Contract Date: 1-31-77

Dear Sirs:

This Company is surety on the bond described above. Without affecting our liability under our bond(s) described above we would appreciate the following information and return of this form at your early convenience.

Yours very truly,

Audrey Johnson
Audrey Johnson

Date March 1, 1979

1. IF CONTRACT COMPLETED:

Completion Date 10-13-78	Date Completion Notice Filed	Date Final Payment Made Not Yet Made
Final Contract Price $ Not Determined	Any Maintainance Provision ☐ Yes ☒ No	If So, When Will Period Expire?

2. IF CONTRACT UNCOMPLETED:

Percent Completed %	Probable Completion Date	Paid to Date $	Retainage $
Is Work Progressing Satisfactorily? ☐ Yes ☐ No	Comments:		

3. ARE THERE ANY CLAIMS, ASSIGNMENTS OR LIENS ON FILE? ☒ Yes ☐ No You have been previously notified of a claim filed against the bond on this contract.

RECEIVED
MAR [illegible]

It is understood that the information contained herein is furnished as a matter of courtesy for the confidential use of the surety and is merely an expression of opinion. It is also agreed that in furnishing this information no guarantee or warranty of accuracy or correctness is made and no responsibility is assumed as a result of reliance by the surety, whether such information is furnished by the owner or by an architect or engineer as the agent of the owner.

Date March 20 1979

Owner:

By C W Head

Title C. W. Head, Manager
Commission Services

THE LANGUAGE IN THIS FORM IS ACCEPTABLE
TO THE SURETY ASSOCIATION OF AMERICA.

11919 Rev. 8-76

Please make any additional remarks on the reverse

8472

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Ashland Interchange-California Line

WEEK ENDING: March 17, 1979

SECTION PREFIX: 615-1086

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: S.Ashland Interchange-California Line

KIND OF WORK: Grading, Paving, Barrier, Structures and Signing

CONTRACTOR: S.D.Spencer and Son

CONTRACT NUMBER: 8472

FEDERAL AID PROJECT NUMBER: I-F-5-1(91)00

DATE OF CONTRACT: February 1, 1977

DATE WORK STARTED: February 28, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: (b)475

CALENDAR DAYS USED: 473

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $7,018,828.68

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $6,519,711.97

ENGINEERING AUTHORIZATION: $499,116.71

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $6,000,000.00

ENGINEERING COST TO DATE: $507,973.05

DATE PROJECT WAS COMPLETED: October 13, 1978

ESTIMATED PERCENT: UNDERRUN 8.0 %

PERCENT OF AUTHORIZATION: 102 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.45	11.45			11.45
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.45	11.45			11.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	164,710	52,900			190,620
TOTAL QUANTITIES CORRECTED TO DATE	144,000	50,000			181,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	144,000	50,000			181,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9184	9259	9259A	9260A				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 19 1979
CONSTRUCTION BRANCH

Kessey Kg
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on October 13, 1978 and work has begun on the semi-final estimate. This week, a semi-final estimate was submitted at the request of Bob Church, Contract Payments unit, in order to reduce the retainage on the contract to a minimum amount. The project is pre-checked 100% and as soon as the contractor furnishes this office with the final documents, the balance of the job data will be submitted.

SIGNED for Wm.H.Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8472

9

March 15, 1979

Garrett, Seideman, Hemann & Robertson, P.C.
Attorneys at Law
710 Capitol Tower
P. O. Box 749
Salem, OR 97308

Attention: Rodney K. Norton

Gentlemen:

This will acknowledge receipt of a copy of your notice of claim of March 9, 1979, filed on behalf of Odd-6 Corporation stating that Apex Fence Co., Inc., subcontractor, owes them $14,162.33 for labor and equipment.

Your claim states this is in reference to the S. D. Spencer & Son Contract No. 8472, South Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County.

The St. Paul Fire and Marine Insurance Company furnished the bond on this contract. We will advise the surety and prime contractor of the receipt of this claim. We have been advised that this claim was filed in the Secretary of State's Office on March 13, 1979, and was assigned file no. 5340. Please advise this office when this claim has been satisfied.

Sincerely,

NOTED ON [illegible]
3-14-79 kkr

C. W. Hood
COMMISSION SERVICES

CWH:kkr

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

St. Paul Fire & Marine Ins. Co.
500 N.E. Multnomah
Portland, OR 97232

GARRETT, SEIDEMAN, HEMANN & ROBERTSON, P.C.
ATTORNEYS AT LAW
710 CAPITOL TOWER
P. O. BOX 749
SALEM, OREGON 97308

JAMES O. GARRETT
RICHARD A. SEIDEMAN
JOHN L. HEMANN
JOSEPH D. ROBERTSON
PAUL J. DE MUNIZ
RODNEY K. NORTON

TELEPHONE
(503) 581-1501

March 9, 1979

Norma Paulus
Secretary of State
136 State Capitol
Salem, Oregon 97310

Re: Department of Transportation
Public Contract No. 8472
Notice of Claim by Odd-6 Corporation

To: Norma Paulus, Secretary of State, State of Oregon:

Pursuant to ORS 279.526, notice is hereby given that the undersigned, on behalf of Odd-6 Corporation, has a claim for the performance of labor in the form of removal and stripping of guardrail paint on contract number 8472 between S. D. Spencer & Son and the Department of Transportation for work upon the South Ashland Interchange/California State Line section of the Pacific Highway in Jackson County, Oregon. This claim is against S. D. Spencer & Son, principal and St. Paul Fire & Marine Insurance Company, surety.

Odd-6 Corporation is a sub-contractor which contracted with Apex Fence Co., Inc., on May 5, 1977. Apex Fence Co., Inc., in turn is a sub-contractor of S. D. Spencer & Son on the above-mentioned job. The contract between Odd-6 and Apex Fence was that Odd-6 agreed to furnish labor and equipment to perform the work of removal and stripping of paint from guardrail, and Apex Fence, agreed to pay Odd-6 at the rate of $0.46 per linear foot of guardrail upon which such labor was performed. Apex Fence agreed to pay such amounts pursuant to monthly estimate, and further agreed to make the final payment within ten (10) days after final acceptance of a contract. Odd-6 has presented monthly estimates to Apex Fence, however, Apex Fence has not made any payments thereon.

The claim by Odd-6 Corporation is in the amount of $ 14,162.33.

Rodney K. Norton
Attorney for Odd-6 Corporation

RECEIVED
MAR 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(Filed with Sec. of State
3/13/79 #5340)

NOTED
C. W. HEAD

8472 deo 9-5

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Medford

March 13, 1979

Wm. H. Maude

FROM: Wm. H. Maude
Resident Engineer

SUBJECT: Escape Ramp Report
Siskiyou Truck Escape Ramp
Pacific Highway, Jackson County

TO: A. Shirley Jr.
Region Engineer

Attached is a report on the first year of operation of the Siskiyou Truck Escape Ramp. The report was written to show usage, safety aspects and possible economies for the design of future ramps. It should be emphasized that there has been no damage to the equipment greater than broken fuel lines and brake lines and the performance has equalled the most optomistic estimates.

cc: J. H. Versteeg
G. Thornton
J. Jenkins

1 Versteeg
2 Christensen DOC
George
3 Olson
Terpin
4 Sullivan GWS
Scott
Anderson

RECEIVED
MAR 16 1979
ENGINEERING SECTION

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Beard
1 Cole 4 Sample
2 Eriksen FE. 5 Watson BW
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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o.b.

FIELD OBSERVATIONS ON THE SISKIYOU TRUCK ESCAPE RAMP

In December of 1977 the truck escape ramp was near enough to completion for testing to be performed. At this time signing was not installed but television coverage of the testing did make local people aware of the ramp. In Febraury of 1978 temporary signs were installed and February 11 maintainence forces began keeping records of usage. A tabulation of this record is attached.

An immediate problem was apparent in the records as much of the usage was at night when there was no maintainence personnel working and little or no information was available. I was in contact with wrecker operators and was able to get some information. We quickly learned that the details given by the drivers was not reliable. The information received by the Oregon State Police, wrecker personnel and State maintainence forces varied in many details. The records were compiled from the reports of maintainence forces and wrecker personnel as it was normally the OSP report which did not agree with the other two.

By early winter this year, we have encountered another problem with our information. Truck drivers are now familiar with the ramp and we have seen at least one instance of repeated use. Some of the drivers are now attempting to drive through the ramp. This is shown by the increased distances traveled on the reports.

The design of the ramp has been effective. It is a twenty four foot wide gravel arrestor bed, composed of 3/4-1/2 round rock, a concrete retaining wall on the right side and a twelve foot service road on the left or freeway side with wrecker anchors every three hundred feet in the service road. Drainage is by perforated pipe cross drains every one hundred feet for the twelve hundred foot length of the bed.

The twenty four foot width is attractive, visible and working. This width does not allow two trucks to use it simultaneously as the first truck always used the center of the bed. However, we have had at least one instance when the ramp was occupied and the second truck went down the service road, past the first truck and then into the ramp with no problems. Future ramps could be narrowed to about eighteen feet width for economy or widened to thirty six feet to allow concurrent use by two trucks.

The concrete wall on the right side of the ramp, the outside, gives a high level of confidence to the users, but at a high cost. To date, no user has touched the wall. Again for economy this protection could be given by adapting the precast concrete barrier for this use or use type three metal barrier.

There is no problem with the wrecker anchors. The wrecker operators do have two suggestions which will aid them. First, add an anchor at the 150' to 200' mark to assist them in removing the trucks which have penetrated only a short distance into the ramp. Second, try to locate the anchors further off the edge of the service road to give a better angle of pull in removing the trucks.

Drainage of the arrestor bed is by subdrains located every one hundred feet. The six inch perf pipe is bedded in our standard filter sand. This has not been satisfactory as the arrestor bed gravel passes water faster than the filter sand can accept it. We added a G-2 inlet at the end of the ramp to keep the excess water from running onto the freeway proper. On future projects, I would suggest that the perf pipes be bedded in the arrestor bed gravel to increase their efficiency.

The arrestor bed gravel specifications were modified after the contract was awarded as the Rogue River gravels have an excess of elongated particles. The grading was changed from a 3/4-3/8" rock to a tightly graded 3/4-1/2" rock and the elongated particle specification was eliminated. This gravel has worked well. Stopping distances are good, drainage through the gravel is excellent and the contaminants wash or sift down through the material.

In talking with the drivers of the trucks which used the ramp and observing it's performance, it is apparent that the decelleration rate is variable. It varies with speed, wheel loads and suspension types. It seems that tandem axle trucks with walking beam suspension stop faster than other types of suspensions. A copy of the deceleration rates from the ramp testing is attached. We were apprehensive about the ramp performance during freezing weather, however we had usage when the ramp was frozen to a depth of about two inches. The truck travelled about fifty percent further than normal but the ramp still performed as designed. That morning, the temperature was nineteen degrees and a heavy fog had been in all night. To date there has been no usage when the ramp was covered with snow. I expect the performance to be satisfactory as it would be unlikely that the ramp would be frozen to any depth under those conditions. Entry speeds have been reported up to 100 MPH. The furtherest penetration has been 1,050 feet by a truck going 85MPH, This was a flatbed and trailer and had lost the load off of the trailer. His reported weight was only 30,000 pounds. We have reports of two trucks having to bypass the ramp due to their excessive speed. They proceeded on the freeway. One stopped at the North Ashland Interchange and the other rolled to the Talent Interchange. Since the ramp has been operational there have been two truck accidents above the ramp. One in the curves immediately uphill from the ramp which was caused to some degree by a slow moving truck blocking off the exit ramp. The other accident occured about three quarters of a mile uphill from the ramp as he came out of a set of curves.

In general, the escape ramp has performed better than expected and the suggested modifications are based on economics rather than design problems. This leads us to the only real problem which is the location of the ramp. It is only a third of a mile above the rest area. Also, to the right of the ramp in the distance is a lovely view of the hills and a lake. These items have contributed to the problem of non-emergency use of the facility by tourists. Modification of the signing is being done to alleviate this problem.

This report is short and individual items have only been mentioned. If additional details are wanted contact me and I will attempt to secure the information.

TRUCK ESCAPE RAMP USEAGE
THE FIRST YEAR

MONTH	# AUTHORIZED USERS	# UNAUTHORIZED USERS	TOTAL
Febuary 1978	6	2	8
March	7	2	9
April	6	0	6
May	3	6	9
June	7	9	16
July	6	15	21
August	5	16	21
Sept.	3	8	11
Oct.	7	8	15
Nov.	6	6	12
Dec.	2	11	13
January 1979	3	9	12
Totals	61	92	153

	F VALUES (Approximate corresponding stopping distance in brackets)			
	Measured			Extrapolated
Entering Speed (mph.)	25-28	38-42	50-55	80
Vehicle				
2-Axle Truck Empty (12,700 lbs)	.343 (70)	.316 (200)	.302 (410)	.260 (1040)
2-Axle Truck Loaded (26,400 lbs)	.385 (60)	.359 (180)	.355 (340)	.322 (800)
5-Axle Truck Empty (28,800 lbs)	.303 (80)	.283 (230)	.277 (450)	.240 (1150)
5-Axle Truck Loaded (49,200 lbs)	.306 (80)	.299 (220)	.282 (440)	.258 (1050)

84721

9

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: February 7, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Additional Sign Installations Approval
Pacific Highway
Siskiyou Rest Area-Truck Escape Ramp

NOTED
H. S. COULTER

Copy
TRA 7-5-12

As per your request a diagrammatical sign has been developed in yet another attempt to solve the problem of recreational vehicles using the truck escape ramp.

The installation should be made with State Forces. Federal participation will not be requested. Please advise this office when the sign is in place. At that time, all existing signs now covered, should be uncovered.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:cs

cc: H. S. Coulter
R. L. Schroeder

Attachment

RECEIVED
STATE HWY ENGR
FEB - 8 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3108

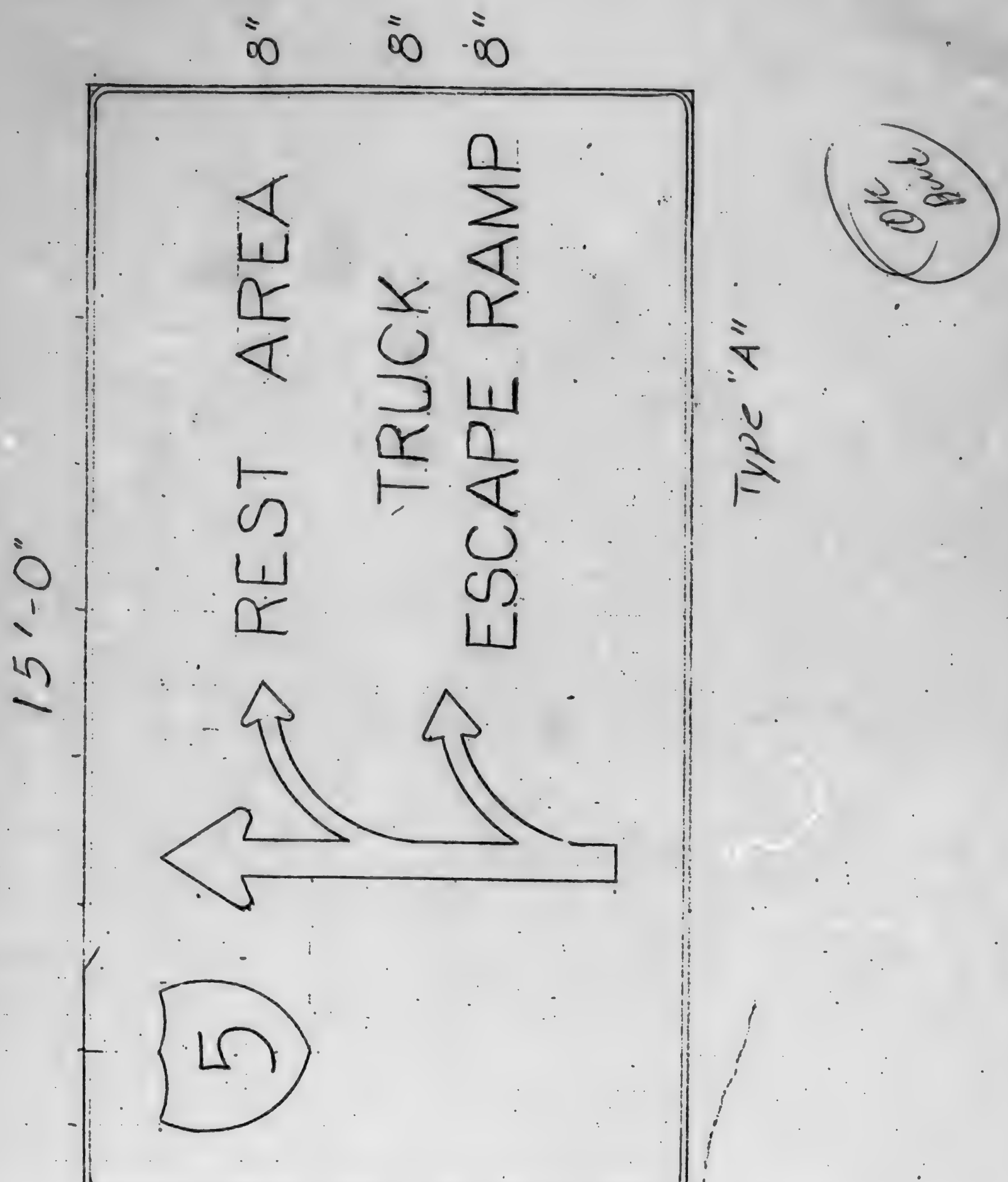
Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by .... 19....... Checked by .... 19...... Backchecked by .... 19....



8"
8"
8"
15'-0"
5
REST AREA
TRUCK
ESCAPE RAMP
Type "A"
OK Bud

des 9-5

8472

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

SUBJECT: 16mm movies - Truck Escape Ramp

DATE: 1/22/79

TO: J.H. Versteeg

FROM: John C. Jenkins

We have combined selected footage of 16mm movies of tests on truck escape ramp berms made at Camp Adair and tests performed in the Siskiyou escape ramp bed into a single reel about 20 min. long. We'd like to show it to you or your people to get your thoughts on further editing required. We have in mind a short film of general interest to be shown at safety meetings, resident engineer meetings, etc. We might put together a cassette tape narration to accompany the movie.

When would you like to see it?

John C Jenkins
(SIGNATURE)

PLEASE REPLY HERE

John

we are interested please schedule a showing for us

HV

(sent 1-27-79)

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
JAN 23 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

(DATE)

(SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1

des 9-5

FORM 81-734-3030

REFERRED TO
3 Board W6B Stoudenmeyer
1 ~~Poble~~ FILE: W66. Sample
Eriksen 2 Watson SW
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Medford
January 11, 1979

FROM: Wm.H.Maude Wm Maude
Resident Engineer

TO: J.H.Versteeg
SALEM

Attn: A.D.Olson
Prelim. Design Engineer

SUBJECT: Truck Escape Ramp Signs
Contract 8472

1 Versteeg
3 Christensen DOC
George
2 Olson ask.
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 17 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

On January 8, 1979 I was asked by Road Design to log the total signs in the northbound lanes on the Pacific Highway between MP 5.5 and MP 10.0. This log is attached. Also, I was asked for suggestions to improve the signing so that light vehicles would not use the ramp. The following suggestions have come from the Ashland Maintainence crew, people they have talked to and many other sources. Some are wild and some may work.

✓1. Move the rest area sign with the 15 degree arrow northerly 300'.

2. Do away with the legend TRUCK ESCAPE RAMP as noone knows what it means. use SANDPILE, LITTER BOX or some other term.

3. Add a signUSE OF THIS RAMP WILL REQUIRE WRECKER FOR REMOVAL or some similar legend.

4. Add a sign NO WOMEN DRIVERS NEXT 5 MILES. Most of the people who were interviewed in the ramp were women.

5. Add a sign NO DRIVERS OVER 60 YEARS OF AGE NEXT 5 MILES. Same as above, as the male drivers in the ramp are above this age.

6. Use of a black and orange banner across the entry with legend EMERGENCY USE ONLY, or similar.

7. Remove signs for rest area ahead two miles and rest area ahead one mile.

8. Some kind of light barricade across the entry.

✓9. Substitute TRUCKS for VEHICLES in the RUNWAY VEHICLES ONLY legend.

10. Add a sign TOURISTS AND OKIES STAY LEFT.

11. Install stop sign and stop bar twenty feet prior to ramp.

12. Place "Dagmars" across entry so light traffic stays out.

13. Paint mural on rock cut west of station 305 so tourists look away from ramp.

14. Drain Emigrant Reservoir so tourists won't try to stop and take photographs.

15. Install railroad type gate and have manual control. Weight switch might work.

16. Round the clock flagmen to direct traffic past entrance to ramp.

17. Move rest area to the port of entry.

18. Install blue strobe lights on cantilever sign and at the entry.

19. Pave entry into ramp for a distance of one hundred feet and leave four inches of gravel on it.

While some suggestions are a little facetious, many have at least a usable idea. It should be noted that non intended use is reduced whenever the weather is bad and people are looking at signs for direction. Also, when a strip of red flagging is installed across the ramp entrance usage is down.

I-5 TRUCK ESCAPE RAMP
ADVANCE SIGNING

	SIGN	M.P.
1.	Truck ramp 2mi.	7.2
2.	Rest area 2mi.	8.1
3.	Rest area 1mi.	8.8
4.	Truck ramp 1/2mi.	9.1
5.	Truck ramp, nest rt.	9.25
6.	Truck escape, cantilever	9.4
7.	Truck ramp , cantilever	9.6
	Rest area & arrow	9.6

1.

2.

3.

4.

TRUCK ESCAPE
RAMP
1/2 MILE

5.

TRUCK ESCAPE
RAMP
NEXT RIGHT

6.

TRUCK ESCAPE
RAMP

7.

8472 des 9-5 1

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Medford

January 10, 1979

FILE:

Wm H. Maude

FROM: Wm.H.Maude
Resident Engineer

TO: A.Shirley Jr.
Region Engineer

SUBJECT: Truck Escape Ramp
S.Ashland Int-California Line
Contract 8472

At about 8:00AM on December 29, 1978 I received a call from the Ashland maintainence station saying that a truck was in the ramp. At that time, the fog was heavy and the temperature was 19 degrees. I went up to the ramp, took pictures and talked to the driver(Dick Waters, Rt.2, Box 123, Scapoose, Ore.Phone 543-2714).

The fog had left a heavy film of water on the rock and at this temperature the ramp was frozen to the point where you could walk on it and not disturb the rocks. The driver stated that his speedometer was not working and that his alternator had gone out leaving him without the "Jake" brake. He estimated that his speed was about 45-50 MPH. He elected to use the ramp rather than run over someone.

Even though the ramp was frozen, his entry threw rock in almost the same manner as under normal conditions. See pictures of the VW which followed him into the ramp. The truck was almost stopped at about the three hundred foot mark of the escape ramp then He made the decision to attempt to pull out on his own. He was able to travel to the six hundred foot mark and put the left front wheel on the access road before spinning out. No damage was done to the truck.

The pictures show the frost on the undisturbed rock and the fact that a 76,000 pound load did not go as deep as normal. Also shown is the problem with tourists using the ramp.

I am pleased to find the effect of cold weather and some moisture did not seriously affect the performance of the truck escape ramp and will monitor the cold weather effects the rest of this winter.

WHM/sh

cc:Versteeg, Attn:Olson ✓

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1 Cole WEC 5 Sample ___
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[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
3 Christensen DOC
___ George ___
2 Olson ADL
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

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JAN 11 1979
ENGINEERING SECTION

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Action ___

December 29, 1978

The entry showing gravel disturbed and the car which followed the truck.

Two hundred down the ramp showing where power was applied.(the curved area)

Shows a small amount of steering ability and frost on the ramp.

Note the differance in the driving axles and the trailer axles.

As above

Closeup of track with glove for scale.

The entry showing gravel disturbed and the car which followed the truck.

Will be front wheel drive.

Two hundred down the ramp showing where power was applied.(the curved area)

Shows a small amount of steering ability and frost on the ramp.

Note the differance in the driving axles and the trailer axles.

As above

Closeup of track with glove for scale.

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[illegible]

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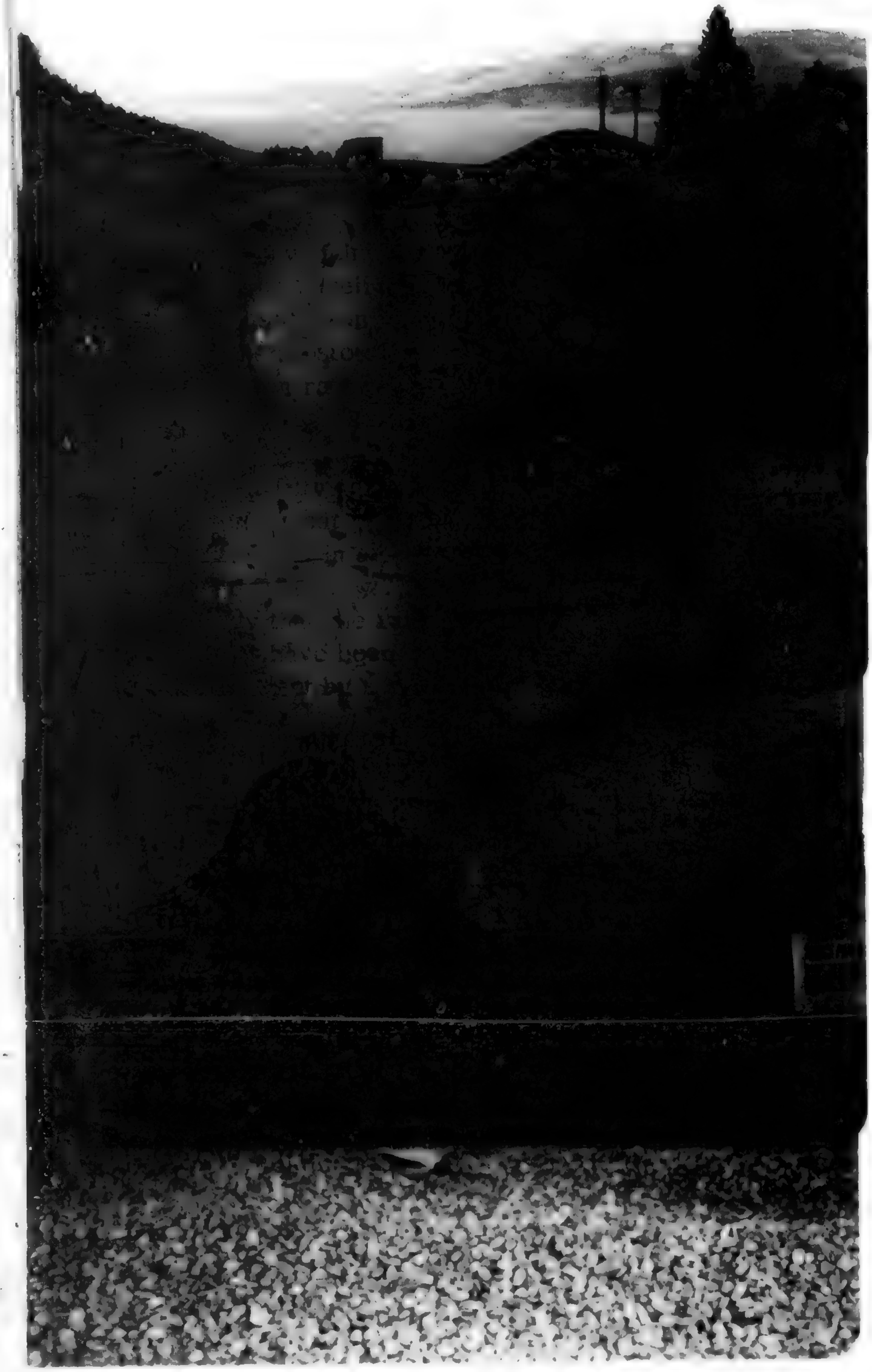

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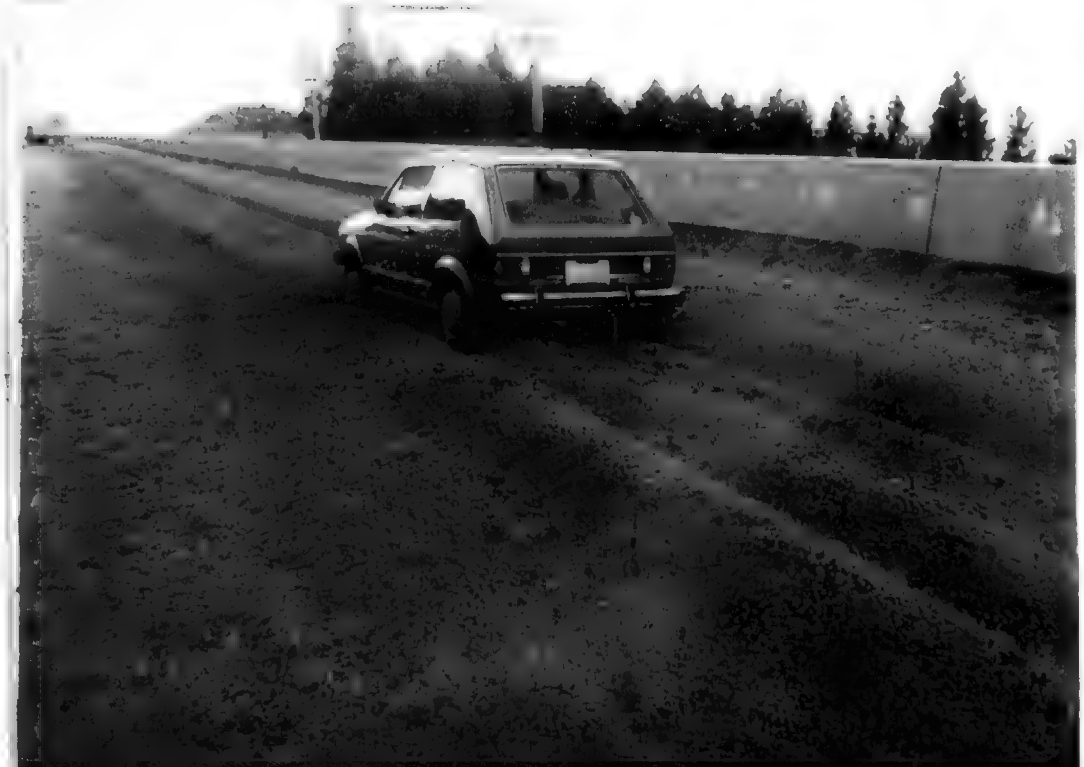
Closeup of track with glove for scale.

December 29, 1978



The entry showing gravel disturbed and the car which followed the truck.

Two hundred down the ramp showing where power was applied.(the curved area)

Shows a small amount of steering ability and frost on the ramp.

Note the differance in the driving axles and the trailer axles.

As above

Closeup of track with glove for scale.

8472

des 9-5

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Medford

December 18, 1978

Wm H. Maude

FROM: Wm.H.Maude
Resident Engineer

SUBJECT: Truck Escape Ramp
Pacific Highway
Jackson County

TO: J.H.Versteeg
Road Design Engineer

On December 12, 1978 a tractor and semi trailer loaded with produce used the subject escape ramp. I am having trouble getting concrete facts as the driver told the Oregon State Police one story and the state maintainence personnel another story.

Maintainence reports that the truck was doing about 100 MPH and that the vehicle was difficult to control in the ramp as the load had shifted left as he made the final corner to the ramp. The driver stated that he almost rolled it. Further, he stated that his gross weight was about 74,000 pounds and that the brakes failed shortly after leaving the summit.

Trooper Jacobson of the Oregon State Police investigated this incident and his report was that the truck was going approximately 70MPH and that the cause was an air hose coupler which came loose. The trailer was old enough that it did not have the safety feature. In talking to the trooper he seemed to feel that the driver applied power and attempted to pull out of the ramp on his own. This would explain the nine hundred foot penetration of the truck into the escape ramp. He also reported that the tracks were straight and that he saw no signs of control problems.

A check with the PUC office showed that the truck weighed 65,900 pounds when it weighed in on the Ashland P.O.E. scales after the incident.

The drivers name and address is:

Lester Mack Trough
4978 Rappahannock
Las Vegas, Nevada

Truck PUC NO. OR AS 4562
CAL 1712596

Sorry that I can't give you more details, but perhaps the driver will clear up the differences between what he told the state police and his story to maintainence.

1 Versteeg ✓
3 Christensen Don
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 20 1978
ENGINEERING SECTION

Trout
Do Not File ☐
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8472

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATION

11-6-78

FEDERAL AID PROJECT NO. I-5-1(92)00

STA ROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80219

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	
4-5-78	10-19-78	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

South Ashland Interchange - California State Line

GENERAL DESCRIPTION OF WORK:

Remove temporary traffic marking.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE AND~~ OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-19-78, as requested in Mr. Keasey's letter of 10-25-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $300 - Federal Funds $277.

NOTED
F. B. KLABOE

DATE 11-6-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8472

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 30, 1978

In reply refer to: HFO.7-OR

SUBJECT: Contract Claim Notification
S. Ashland - California State Line
Project I-F-5-1(91)00
Jackson County

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter
State Highway Engineer
Oregon Department of Transportation

This letter acknowledges receipt of the notice of claim for disputed subcontract work on the subject Interstate Section.

Any legal expense incurred will be evaluated in accordance with FHPM 1-4-2-4 and reimbursed when eligible on the same pro-rata basis as the project.

for G.K. H[illegible]
G. L. Green

cc:
C. T. Keasey (ODOT)

RECEIVED
TECHNICAL SERVICES
NOV 6'78
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

orig. to

#8472 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-2-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-F-5-1(91)00
STATE PROJECT NO. See below
COUNTY NAME Jackson
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.
ITEM NO. 70010

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 11-23-76
DATE AUTHORIZATION EFFECTIVE 9-15-78
FEDERAL ROUTE NUMBER Interstate 5
STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
South Ashland Interchange-California State Line

GENERAL DESCRIPTION OF WORK:
Modify or relocate two truck escape ramp signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-15-78, as requested in Mr. Keasey's letter of 9-22-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 16 is approved for TEC NTE $1,750 - Federal Funds $1,614.

NOTED
B. KLABOE

[illegible]
10-9

DATE 10-2-78
SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

#8472

8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-78

FEDERAL AID PROJECT NO.	I-F-5-1(91)00
STATE PROJECT NO.	See below
COUNTY NAME	Jackson
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	70010

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-23-76	8-16-78	Interstate 5	Primary 1

GENERAL LOCATION:
South Ashland Interchange - California State Line

GENERAL DESCRIPTION OF WORK:
Construct a chain-up area adjacent to the SB lanes and illumination for chain flagman.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-16-78, as requested in Mr. Keasey's letter of 8-31-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force order No. 14 is approved for TEC NTE $20,000 Federal Funds $18,448.

[illegible] 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-11-78	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

div 1-5

DEPARTMENT OF JUSTICE

Memorandum

TO: Bill Beard

DATE: September 7, 1978

FROM: Mary Deits
Assistant Attorney General

SUBJECT: Signing for truck safety ramps

You have inquired whether or not there is any applicable traffic offense when a truck driver acts in violation of the signs along I-5 south of Ashland which direct trucks to use the escape ramps rather than the rest area in the event of brake failure.

In my opinion, the truck driver could be cited for failure to obey an official traffic control device if these signs are "official traffic control devices." ORS 487.120 provides:

> "(1) A driver commits the offense of failure to obey an official traffic control device if he does not obey the directions of an official traffic control device except when:
>
> (a) He is otherwise directed by a police officer; or
>
> (b) He is driving an authorized emergency vehicle or ambulance and lawfully exercising the related privileges granted by ORS 487.075 or 487.085."

However, in my opinion, the signs in question are not "official traffic control devices." An "official traffic control device" is defined in 487.005 (12) as:

> "All signs, signals, markings and devices not inconsistent with this chapter and ORS chapter 483, placed or erected by authority of a public body or official having jurisdiction, for the purpose of guiding, directing, warning or regulating traffic."

The sign in question was erected by the Department of Transportation which has the authority to place traffic control devices ". . . at places where the Commission deems necessary for the safe and expeditious control of traffic." The Commission has adopted a Manual on Uniform Traffic Control Devices which sets forth criteria for determining when specific signs should be utilized. The sign in question is not included in the manual. In addition, the Commission could make a specific determination that a certain sign should be used at specified locations to provide for the safe and expeditious control of traffic. However, the Commission has not taken specific action regarding the signs in question.

9/22/78
Called J. X. Wilson told him signs were evidently originally installed by maintenance and after discussion with Hofstetter it was decided that Region should make the decision as to whether they should be reinstalled. Region should also make the pitch to get them legalised if they desire them

REFERRED TO
✓ Beard WGB Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 11 1978
ENGINEERING SECTION

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In summary, in order for a driver to be cited for failing to obey the signs directing the trucks not to use the rest area, but rather to use escape ramps, the signs must be "official traffic control devices." The signs in question are not "official traffic control devices" unless the Commission includes the signs in the Uniform Manual or specifically approves the use of the signs.

MD:sjb

8472

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STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: MEMO TO FILE

DATE: August 30, 1978

FROM: Glen L. Clark
G. L. Clark
Investigations & Research Engineer

SUBJECT: Siskiyou Truck Escape Ramp
Advance Signing and Marking Meeting

1 Versteeg
3 Christensen DOL
George
2 Olson DO
Terpin
Sullivan
Scott
Savage

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AUG 31 1978
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At the invitation of Mr. Shirley, Region Engineer, a meeting was set up to review the subject location due to the number of non-brake failure associated vehicles entering the escape ramp. Those in attendance were as follows:

Mr. Alfred Shirley, Jr., Region Engineer, Roseburg
Mr. Jim Gix, Region Construction Engineer, Roseburg
Mr. George Thornton, District Engineer, Medford
Mr. Bill Maude, Resident Engineer, Medford
Mr. Glen L. Clark, Investigations & Research Engineer, Salem

The overall problem now encountered is tourists driving into the escape ramp gravel thinking it is the rest area or just a good place to park and photograph the view. The permanent contract signing now exists. The number of instances varies but occur from several times a week to more than once a day. There is always the danger of a truck wishing to enter the ramp under emergency conditions while a tourist is caught in the escape ramp waiting to be pulled out.

After a review of the existing conditions, it was agreed to make the following changes:

1. Remove the blue "Rest Area Second Right" portion of the sign at Engr. Sta. 328+00 and add a "Runaway Vehicles Only" legend (Type D) in its place.
2. Relocate the cantilever sign now over the center of the ramp gravel area to the beginning of the gravel area.
3. Region Traffic Engineer to devise a pavement striping plan and pavement legend (yellow paint) such as "Runaway Vehicles Only".
4. Place a "Pull Through" "Rest Area" sign with an appropriate arrow just beyond (north) of the beginning of the gravel of the escape ramp.
5. Place flashing beacons on both cantilever signs - (at breakpoint and at relocated sign at beginning of escape ramp gravel).

REFERRED TO
1 Beard WGB Stoudenmeyer
2 Cole WEC Sample
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
L. L. GEORGE

Mr. Shirley will prepare a State Force Order to submit for approval under the contract.

GLC:tk
cc: Alfred Shirley, Jr.
C. T. Keasey
George Thornton
J. H. Versteeg

NOTED
DWAYNE HOFSTETTER

81-125-1287

8472

___Versteeg___
___Christensen___
___George___
___Olsen___
___Turpin___
___Sullivan___
___Scott___
___Savage___

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AUG 25 1978
ENGINEERING SECTION

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August 24, 1978

Mr. R. L. Clevenger
District Engineer, District #1
Colorado Division of Highways
18500 East Colfax Avenue
Aurora, Colorado 80011

Attention: Mr. Joe Tasset

Gentlemen:

Re: Siskiyou Truck Escape Ramp
I-5 Freeway, South of
Ashland, Oregon

Enclosed are copies of the truck escape ramp use-logs as you requested in your phone conversation with Marlowe Krohn. A news release fact sheet and a booklet prepared for a local conference are also enclosed for your information.

As you may recall from the information previously furnished, the Siskiyou truck escape ramp is constructed on a 5.2% downgrade with a 1,200 foot pea gravel arrester bed. It is the gradation of tha material in this arrester bed that is the key to the success of the ramp.

We are pleased with the performance of the escape ramp. It does safely stop runaway trucks. It also stops many small vehicles that turn into it by mistake, much to the driver's dismay. This is the major operational problem to date.

The construction of the escape ramp was part of a safety contract that included a roadway overlay. When this project is completed and the permanent signing and striping is done we believe the problem of cars turning into the ramp will be reduced.

If you need additional information, please contact us.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

MK:ab
cc: Mr. Duward Vernon, Design Engineer
Dept. Of Highways
4201 East Arkansas Avenue
Denver, Colorado 80222

#8472

8

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

DATE: August 21, 1978

TO: J. H. Versteeg
Head of Engineering

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Truck Escape Ramp Illumination
South Ashland-California State Line
Pacific Highway Interstate 5

In lieu of manually controlled "RAMP OCCUPIED" signs, we would prefer portable signs placed in advance of the truck escape ramp by Maintenance crews.

Our concern still is the liability aspect of not having the signs turned on or off in a timely manner.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DKH:ds

cc: H. S. Coulter
Jack Sollis
C. T. Keasey
Alfred Shirley, Jr.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 22 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

des 9-5

FORM 81-734-3030

8472

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
August [illegible] 1978

Alfred Shirley

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Truck Escape Ramp Illumination
South Ashland-Calif. State Line
Pacific Highway I-5

This office is basically in concurrence with L. E. George's recommendations of July 18, 1978 concerning the subject illumination, however, we do believe there is a need for a "RAMP OCCUPIED" sign and that it should be manually controlled.

There are times after each accident where state forces are occupying the ramp in order to bring it back to its proper condition and there is equipment and men in the area.

I also concur with Mr. Keasey's recommendation of August 7 that a separate contract should be let to do the installation.

as/cw

REFERRE

cc H. S. Coulter
C. T. Keasey
L. E. George

REFERRED TO
___ Beard ___ Staudenmeyer ___
___ Cole WEC ✓ ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Lau ___
Return Discuss [✓ Do] File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DOL
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

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#8472 8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 7, 1978

FILE:

FROM: C. T. Keasey CTKeasey
Construction Engineer

SUBJECT: Truck Escape Ramp Illumination
So. Ashland-Calif. St. Line Section
Pacific Highway - I-5

TO: E. S. Hunter, Manager
Office of Technical Services

In response to Bud George's letter of August 2, 1978, concerning the installation of some sort of illumination for the truck escape ramp constructed on the subject section, I must inform you that S. D. Spencer & Son, prime contractor on Contract No. 8472, is very near to completion of all work under the contract and is expected to be completely finished by August 31. Contract No. 8721, which was for the overlay of the badly eroded "E" mix surfacing, was completed August 3, 1978, and the prime contractor, J. C. Compton Company, has moved out.

Neither of these projects had any similar type work involved, and any such additional work would have to be done under a negotiated specialty subcontract which would naturally have any prime contractor markup added to the cost. To add this work to Contract 8472 at this late date would be very expensive, and would delay completion, along with the probability of having to pay interest on the prime contractor's retainage.

Assuming that the work is necessary, it appears at this time that Spencer would be completely finished before we could get plans, specifications, estimates of cost and negotiations for the specialty subcontract completed. I therefore strongly recommend letting a separate contract for the installation.

In discussing this with Buz Swan, I am informed that a program modification with FHWA would be the easiest way to go, and also that a "Project Request Form" would be required to add the separate contract to the Six-Year Program with Commission approval.

CTK:fr

cc: H. S. Coulter
L. E. George
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
AUG - 8 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: August 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Truck Escape Ramp
South Ashland Interchange-California State Line
Pacific Highway (Interstate 5)
Jackson County
Contract No. 8472
State Force Order No. 12

I very strongly believe in illumination of the truck escape ramp, as discussed in the attached letter, dated July 18, 1978.

I recommend that illumination be designed and installed as part of the present contract. If the Structure Design Section does not have personnel to prepare the illumination design plans immediately, the Traffic Engineering Unit will design and prepare the plans, specifications and estimate for the project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

VLT:ds
Attachment

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
W. J. Hart

RECEIVED
STATE HWY ENGR
AUG - 3 '78
REFER TO
FOR

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ODOT - Traffic 378-6537

J. H. Versteeg
Head of Engineering

July 18, 1978

L. E. George
Traffic Engineer Supervisor

Truck Escape Ramp Illumination
South Ashland Interchange-California State Line
Pacific Highway (Interstate 5)
Jackson County
Contract 8472

This office has reviewed the plan of illumination, as proposed by the Structures Section and the Resident Engineer.

It is the opinion of this office that the illumination should not be installed as shown on Drawing No. 33771. The illumination should not be concentrated at the truck escape ramp entrance and it should not be turned on by the passage of a runaway vehicle over loop detectors.

There most certainly would be a need for illumination to provide the operator of a runaway vehicle the necessary information they need to safely enter and negotiate the ramp under emergency and panic conditions. The illumination should be provided continuously through the hours of darkness to give the operator as much visual information as possible and as far in advance as possible. The last minute actuation of the lights not only deprives the operator of the ability to review the information in advance but creates an element of surprise. The illumination should be continuous throughout the length of the ramp at a lower level.

The six units shown should be spaced at approximately 200 feet apart beginning at the gravel piles. They should be 150 watt, high-pressure sodium units, medium semi-cutoff, Type III, mounted at 30 feet. The installation should be operated by either photoelectric cell or time clock set to provide continuous operation throughout the hours of darkness.

The need for a "RAMP OCCUPIED" sign is seriously questioned. It is believed that an element of liability would be created, not only in the turn on-turn off operation but also in the creation of possible confusion and undecisiveness on the part of the operator of the vehicle. It is the recommendation of this office that the sign not be installed. In any event, most certainly not at the location shown on the plans, because of lack of visibility.

LEG:ds

L. E. George
Traffic Engineer Supervisor

bc: Jack Sollis
W. J. Hart
C. T. Keasey
R. L. Schroeder
Alfred Shirley, Jr.
William Maude

8472

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 31, 1978

FILE: CON 5 #8472

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: State Force Order No. 12
S. Ashland Int.-California Line
Contract No. 8472

TO: Alfred Shirley, Jr.
Region 3 Engineer

Attention: Jim Gix

NOTED
E. S. HUNTER

The above State Force Order for illumination of the truck escape ramp is returned herewith. This order is not approved at this time. A preliminary analysis has been made by the Engineering Services Unit. This analysis indicates some difficulties with the proposed illumination design. The Engineering Services Unit will continue to look into this matter. In any event, it appears that no illumination of the truck escape ramp will be done under the present contract.

OBJ:fr

Att.

cc: E. S. Hunter
J. H. Versteeg
L. E. George
H. S. Coulter

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AUG 1 '78
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☆ U. S. GOV MENT PRINTING OFFICE: 1976—625-988

STATE COPY

✓ cc: State (H. S. Coulter)

U.S. PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

7-28-78

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 9	COUNTY Jackson	DIVISION Oregon

IN COMPANY WITH

Bill Maude and V. Neiswanger, ODOT

DATE OF INSPECTION 7-28-78	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. I-F-5-1(92)~~(91)~~00

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 65 %	WORK COMPLETED 52 %

SOUTH ASHLAND INTERCHANGE-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
Paving

Scope of Inspection

The inspection was limited to a review of asphaltic concrete extraction test results and compaction test results.

Findings and Recommendations

Between July 17 and July 24, 18 tests were taken representing 20,400 tons of asphlatic concrete, only 2300 tons were represented by non-complying tests. Generally the failing tests were marginal in nature.

One record sample was taken on July 20. Results are not yet available. The Resident advised that one or two check samples were recently submitted to the Central Laboratory. The value of getting early check sample results was discussed. In general, the test reports look good, that is, neat and complete.

This project involves the placing of 1½" of Type B asphaltic concrete. There are no compaction requirements in the normal sense, however, the specifications require four passes of a roller. The breakdown roller is making three to four passes. A Hyster tandem steel static roller makes the next two to three passes for compaction and an Ingram tandem steel finish roller is being used after the mix is cooled to remove marks. The Resident Engineer advised that he found that the four passes alone as specified gave only about 90% compaction (based on nuclear test results). Therefore, he and the contractor mutually agreed to use three rollers and at the present pattern as described above are now getting about 92% plus densities.

In a general discussion concerning check samples it appears that approximately ten or more days are required for the Resident Engineer to receive results from the Salem laboratory. Ofttimes in ten days time the paving is completed and the check sample is of no value by the time that it reaches the Resident. The Resident, of course, can continually call the Central Laboratory to get the test results verbally, thus saving several days. However, it would seem more efficient if the Central Laboratory in Salem would set up a procedure by which all check sample results are telephoned to the Residents immediately and then mailed out later. This is a general suggestion not to be associated only with this project.

I feel the Resident Engineer and the contractor should both be commended for their extra effort to obtain good compaction even though the specifications do not specifically require a specific percentage.

T. P. Lowe

8-9-78
cy Keasey

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STATE HWY ENGR
AUG - 9 '78
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FOR
Info Inves R/D D/R Sign Act File

8472

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-78

FEDERAL AID PROJECT NO. I-F-5-1(91)0

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70010

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-23-76	DATE AUTHORIZATION EFFECTIVE 6-20-78	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

South Ashland Interchange-California State Line

GENERAL DESCRIPTION OF WORK:

Install Electrical Service left of LN325 ±

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-20-78, as requested in Mr. Keasey's letter of 7-12-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 11 is approved for TEC NTE $200. Federal Funds $185.

DATE 7-26-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Ddivision Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

des 9-5

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: J. H. Versteeg
Head of Engineering

DATE: July 18, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Truck Escape Ramp Illumination
South Ashland Interchange-California State Line
Pacific Highway (Interstate 5)
Jackson County
Contract 8472

This office has reviewed the plan of illumination, as proposed by the Structures Section and the Resident Engineer.

It is the opinion of this office that the illumination should not be installed as shown on Drawing No. 33771. The illumination should not be concentrated at the truck escape ramp entrance and it should not be turned on by the passage of a runaway vehicle over loop detectors.

There most certainly would be a need for illumination to provide the operator of a runaway vehicle the necessary information they need to safely enter and negotiate the ramp under emergency and panic conditions. The illumination should be provided continuously through the hours of darkness to give the operator as much visual information as possible and as far in advance as possible. The last minute actuation of the lights not only deprives the operator of the ability to review the information in advance but creates an element of surprise. The illumination should be continuous throughout the length of the ramp at a lower level.

The six units shown should be spaced at approximately 200 feet apart beginning at the gravel piles. They should be 150 watt, high-pressure sodium units, medium semi-cutoff, Type III, mounted at 30 feet. The installation should be operated by either photoelectric cell or time clock set to provide continuous operation throughout the hours of darkness.

The need for a "RAMP OCCUPIED" sign is seriously questioned. It is believed that an element of liability would be created, not only in the turn on-turn off operation but also in the creation of possible confusion and undecisiveness on the part of the operator of the vehicle. It is the recommendation of this office that the sign not be installed. In any event, most certainly not at the location shown on the plans, because of lack of visibility.

George

LEG:ds

L. E. George
Traffic Engineer Supervisor

cc: Jack Sollis R. L. Schroeder
W. J. Hart Alfred Shirley, Jr.
C. T. Keasey William Maude

81-125-1387

1 Versteeg
2 Christensen DOC
George
3 Olson
Torpin
Sullivan
Scott
Savage

RECEIVED
JUL 19 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8472 S. Ashland Intchg.-Calif. 1977
State Line Sec. of Pac. Hwy.
(Grade, pave, barriers, struct. & sign) #2

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. C. T. Keasey
Construction Engineer

DATE: June 28, 1978

FROM: Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT:
Truck Escape Ramp Illumination
S. Ashland Int.-Calif. State Line
Pacific Highway (I-5)
Jackson County
Contract 8472

Enclosed are two reduced size prints of Drawings 33771 and 31016 for the illumination of the truck escape ramp on the subject project. Also enclosed is an estimate of cost for the installation.

We have been in contact with the Highway Division's Electrical Unit and they have agreed to furnish and install the controller, controller panel and the "Ramp Occupied" neon sign. These items are to be installed by State forces.

This system includes loop detectors that will automatically switch on the lights at night when a truck is committed to the escape ramp. The lights will then be left on until either a State Policeman, Wrecker Operator, Highway Maintenance Worker, or photo-electric cell turns them off.

The "Ramp Occupied" neon sign will have a manually operated switch that must be activated by those people responsible for ramp maintenance.

The luminaires used will be one high pressure sodium luminaire that will be continuously burning at night and six incandescent luminaires that will be loop detector switched.

In the future, it may be necessary to install a loop for switching the "Ramp Occupied" sign. The loop can be installed at the head of the ramp in the pavement. The contactors have been designed for this future installation if required.

We have forwarded prints of this proposed installation to the Federal Highway Administration and we are asking for their approval by a copy of this letter.

1 Versteeg
2 Christensen
George
3 Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 29 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

Enclosed also are special provisions and an estimate of cost for a Price Agreement or an Extra Work Order.

If this installation is approved, Highway Maintenance Branch should proceed with the fabrication of the controller and neon sign.

GJB:smd

Encl. & 2 1/2 size prints

cc Wm. Maude Res. Engr. Encl. & 5 full, 10 1/2
R. L. Schroeder /w/ 1-1/2 size
L. E. George /w/ 1 - 1/2 size
Alfred Shirley /w/ 2-1/2 size
R. Judson /w/ 2-1/2 size
G. Thornton /w/ 1-1/2 size
T. Thompson /w/ 1-1/2 size
FHWA /w/ 2-1/2 size (Please return one with approval or comments).
~~J.~~ H. Versteeg /w/ 1-1/2 size

Illumination
S. Ashland Int.-CA State Line
Pac. Highway I-5
Jackson County
Contract 8472

ESTIMATE

Contractor Installed:

Wood Poles	7x700	$ 4,900	
15' Arms	7x300	2,100	
Luminaires	7x400	2,800	
Cabinet and Equipment		1,200	
Pedistal Mounting		200	
Loop Installation	2x200	400	
Push Button Mounting	2x400	800	
2 Signs	2x50	100	
1100' Conduit, Wire, installed @ $5/Ft.		5,500	
1000' Conduit, Wire, installed Sign Circ. @ $4/Ft.		4,000	
Sub Total		$22,000	

State Force Work:

Controller and Panel (Furnish)		$ 1,000	
Install Controller		200	
Neon Sign (Furnish)		1,200	
Install Sign		500	
Sub Total		$ 2,900	
	TOTAL		$24,900

smd

SUPPLEMENTAL SPECIAL PROVISIONS

S. Ashland Intchg-Calif. State Line

SECTION 651 - HIGHWAY ILLUMINATION

Highway illumination equipment and materials shall be furnished and installed in conformance with Section 651 of the Standard Specifications supplemented and/or modified as follows:

651.05 Metal Light Pole Table - The metal light pole table pertinent to this project is as follows:

METAL LIGHT POLE TABLE

Pole No.	Station	Arm Length	Luminaire Watts	Luminaire Type	Mounting Height
1	"X"293+30	15'	150	III	30'
2	"X"300+00	15'	620	II	30'
3	"X"300+90	15'	620	II	30'
4	"X"301+80	15'	620	II	30'
5	"X"302+70	15'	620	II	30'
6	"X"303+60	15'	620	II	30'
7	"X"304+50	15'	620	II	30'

651.11 Materials:

(a) Luminaires - The contractor shall furnish 7 conventional roadway type luminaires for operation of one 150 watt h.p.s. lamp (1 req'd) for one 620 watt incandescent lamp (6 req'd). The luminaire shall have a flat glassware lens. Prismatic glassware is not required. The incandescent luminaire shall be furnished without ballast.

A. Classification of Luminaires - The vertical light distribution shall be medium. The lateral light distribution shall be as shown in the Metal Light Pole Table. Light distribution above maximum candlepower shall be cutoff.

B. Performance of Luminaires-

(B-1) When equipped with a 16,000 lumen lamp and with a mounting height of 30 feet, the Type III luminaire shall provide the following performance:

S. Ashland Intchg.-Calif. State Line

A minimum of 40% of the lamp lumens shall be transmitted downward on the streetside of the luminaire, a maximum of 24% of the lamp lumens shall be transmitted downward on the houseside of the luminaire, and a maximum of 0% of the lamp lumens shall be transmitted upward.

Total efficiency shall be a minimum of 64%. Maximum candlepower at 80° (vertical angle from nadir) shall be 656.

Minimum initial footcandles on the pavement at the following points shall be:

Point	Longitudinal Spacing	Transverse Spacing	Minimum Footcandles	Maximum Footcandles
A	0.0 M.H.	2.0 M.H.	.16	
B	2.0 M.H.	0.0 M.H.	.21	
C	2.0 M.H.	2.0 M.H.	.065	
D	0.0 M.H.	0.0 M.H.		3.0

(B-2) When equipped with a 11,100 lumen lamp and with a mounting height of 30 feet, each Type II luminaire shall provide the following performance:

A minimum of 38% of the lamp lumens shall be transmitted downward on the streetside of the luminaire and a maximum of 0% of the lamp lumens shall be transmitted upward.

Total efficiency shall be a minimum of 60%.

(b) Lamps - The 150 watt high pressure sodium lamp shall be designed for base down operation and shall conform to subsection 763.13(b-2).

The 620 watt incandescent shall be a Type 620PS40 clear lamp intended for 120 volt street lighting. The lamp shall have a mogul base for use in a standard mogul socket of a conventional roadway luminaire. The light center length shall be 7". The minimum initial lumen rating shall be 11100 and the minimum rated hours life shall be 3000.

(c) Bracket Arms - Bracket Arms shall conform to Dwg. 31016.

(d) Control Equipment - The mechanically held lighting contactor shall be a 30 amp, 3 pole, 600 volt, open type with 120 volt coils.

The relay shall be a 2-pole (1-NO, 1-NC), 300 volt industrial type rated for 10 amps carry and 50 amps interrupting capacity.

The electrically held relay shall conform to subsection 763.14(b).

The push buttons shall be a heavy-duty, watertight (NEMA 4), rated for 10 amps carry and 60 amps make. Push button heads shall be flush with the retainer ring (protruding type buttons are not acceptable). All buttons shall be black. Push buttons shall have metal name plate markings labled "SIGN ON", "SIGN OFF", and "LIGHTS OFF".

The indicator light shall be of the same style as the push buttons with an amber, lexan lens. Light shall be watertight (NEMA 4) for operation of one 6S6 type incandescent lamp. Lamp shall be wired in series with the proper resistor for operation on 120 volts. Light shall have a metal nameplate labled "SIGN ON".

(e) Signs - The signs to be mounted on pole Nos. 2 and 5 shall conform to the applicable portions of Section 645.

(f) Cable and Wire - All wire shall conform to subsection 763.03 and shall be thermoplastic or thermosetting type insulation. Wire with nylon jacket will not be permitted. Color coding of wire on illumination circuits will not be required.

651.31 Construction - The loop detector shall be installed in accordance to the applicable portions of subsection 661.43(d-3). The loop amplifier and control cabinet shall be furnished by others.

The neon "Ramp Occup." sign mounted on top of the sign cantilever will be furnished by others.

651.39 Wood Poles - The wood lighting poles are to be installed 6' behind concrete barrier to avoid the storm drain also located behind the barrier. Exact pole location will be determined by the engineer after the storm drain is located. Pole locations less than 6' behind the barrier will require a shorter bracket arm length to maintain a 7' overhang from the barrier.

651.41 (a-1) Circuit Breakers - Circuit breakers shall conform to Federal Specifications W-C-375a. All 100 ampere frame breakers shall be Class 2a for single pole breakers, and shall be Class 2d for multiple pole breakers; 225 ampere frame breakers shall be Class 3b; 400 ampere frame breakers shall be Class 4b; 800 ampere frame breakers shall be Class 5b.

S. Ashland Intchg.-Calif. State Line

651.44 Luminaires - The lamp size target code for the 150 watt h.p.s. shall be three 1/2-inch yellow strips + one 1/2-inch gold.

No lamp size target is required on the 620 watt incandescent lamp.

651.45 Ballasts - The 150 watt h.p.s. luminaire shall employ integral regulator type ballast and shall operate on 240 volts. Ballast shall operate lamps down to -20°F. Power factor shall be a minimum of 90%.

smd

dicator light w/656 cand. lamp.

-10amp heavy-duty push button (do not attach to dead front).

witch (do not attach d front).

catch &

Box" (Raintight).

fabrication.

L. listed

ad steel int.

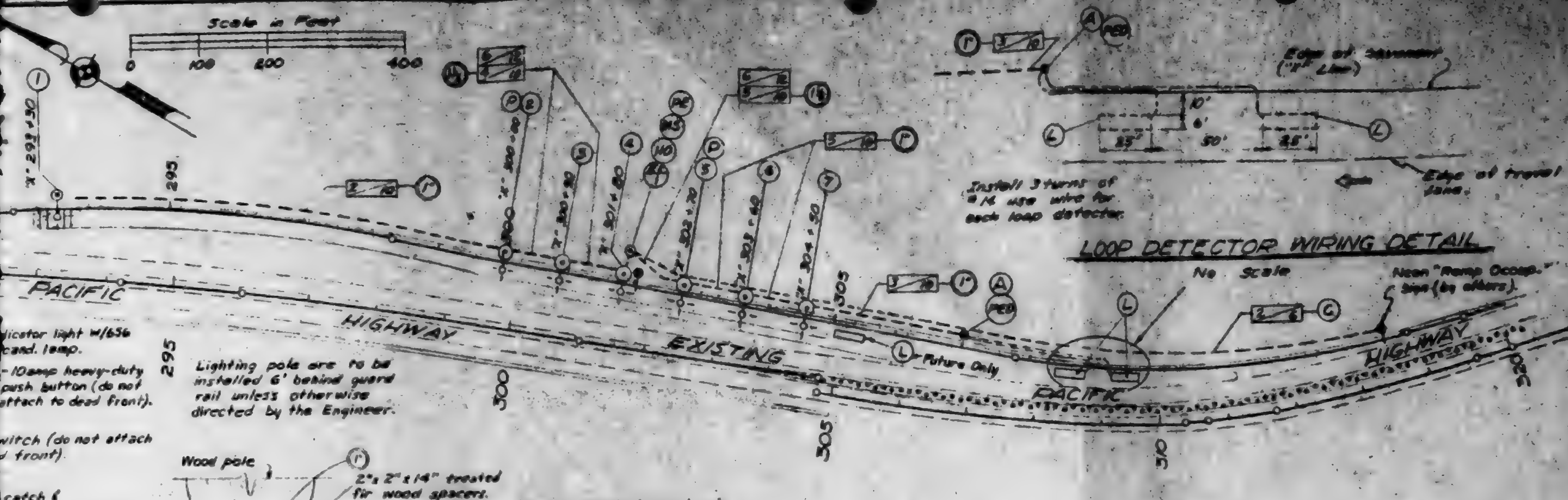
finished be ...um.

on circuit #1 -No.10.

(3-No.10)

Volt

h button



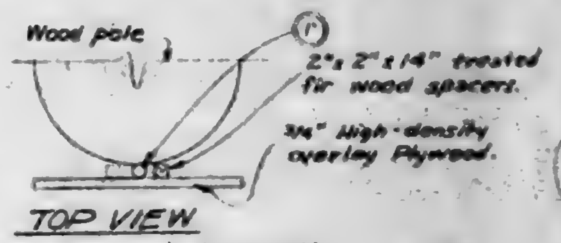
Scale in Feet
0
100
200
400
①
"X" 293+30
295
300
305
310
320
PACIFIC
HIGHWAY
EXISTING
PACIFIC
HIGHWAY
"X" 300+00
"X" 300+30
"X" 301+80
"X" 302+70
"X" 303+40
"X" 304+30
P
S
4
MS
PE
110
Ex
Ⓛ Future Only
A
PED
Edge of pavement ("X" Line)
10'
6'
25'
50'
25'
Edge of travel lane.
Neon "Ramp Occup." Sign (by others).

Install 3 turns of #14 use wire for each loop detector.

LOOP DETECTOR WIRING DETAIL

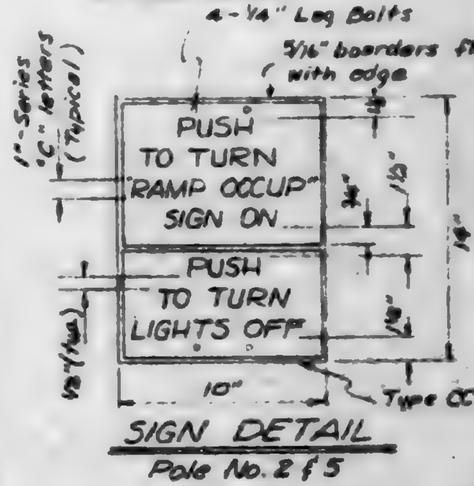
No Scale

Lighting pole are to be installed 6' behind guard rail unless otherwise directed by the Engineer.



Wood pole
2"x 2"x 14" treated fir wood spacers.
3/4" High-density overlay Plywood.

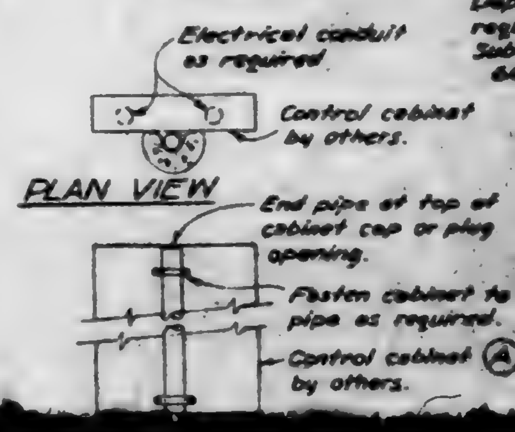
TOP VIEW



4-1/4" Lag Bolts
5/16" boarders flush with edge
1"-Series "C" letters (Typical)
PUSH TO TURN "RAMP OCCUP" SIGN ON
PUSH TO TURN LIGHTS OFF
1 1/2"
3/4"
14"
10"
Type CC SIGN

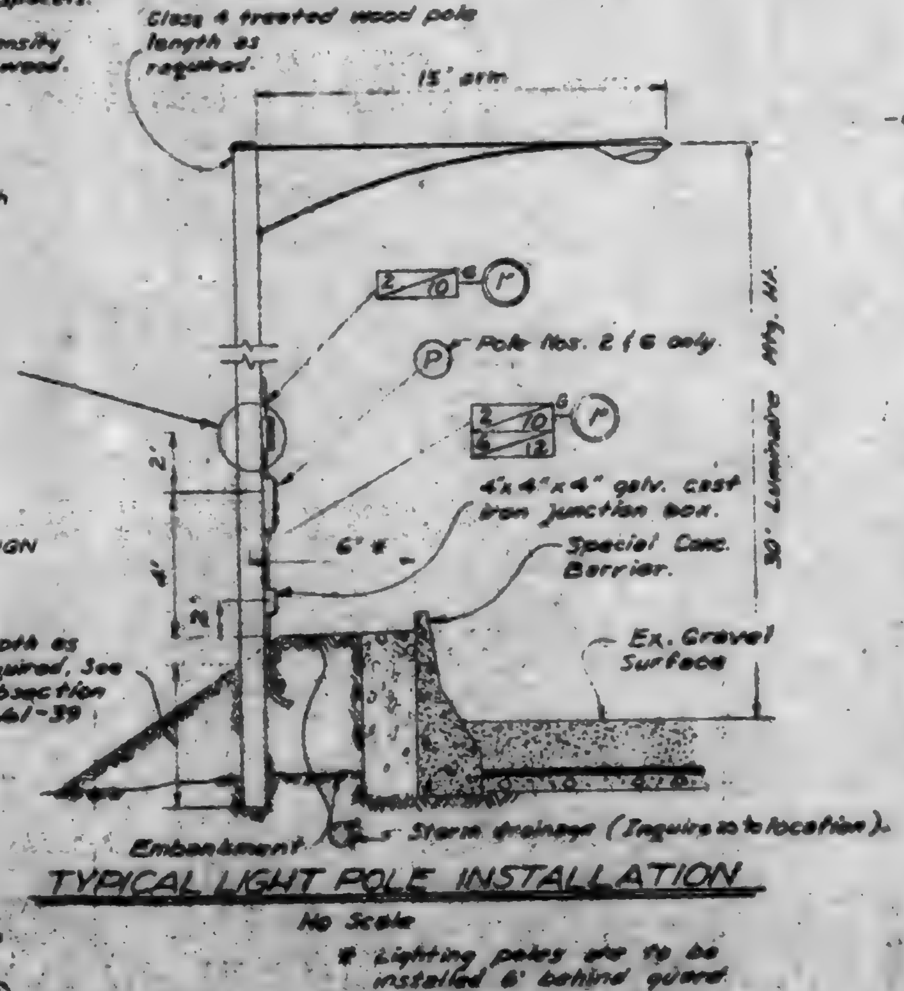
SIGN DETAIL

Pole No. 2 & 5



Electrical conduit as required.
Control cabinet by others.
End pipe at top of cabinet cap or plug opening.
Fasten cabinet to pipe as required.
Control cabinet Ⓐ by others.

PLAN VIEW



Class 4 treated wood pole length as required.
15' arm
2 10 r
P Pole Nos. 2 & 6 only.
2 10 6 12 r
4"x 4"x 4" galv. cast iron junction box.
6" #
Special Conc. Barrier.
30' Luminaire Mtg. Ht.
Ex. Gravel Surface
2'
4'
Depth as required, See Subsection 661-39
Embankment
Storm drainage (Inquire as to location).

TYPICAL LIGHT POLE INSTALLATION

No Scale

* Lighting poles are to be installed 6' behind guard rail unless otherwise directed by the Engineer.

LEGEND

-○-① Install class IV wood pole No. 1 (See "Light Pole Table" in Special Provisions) with 15' bracket arm and luminaire mounted 30'.

N/S Install "N" number -"S" size copper wire.

Ⓢ Install "S" galv. rigid steel conduit ("S" = size shown)

MS 120/240 volt meter service

PE 105-285 volt photoelectric relay at top of pole.

110 Install 24"x28"x10" steel galv. cabinet (See Wiring Diagram for equipment to be used in cabinet.

Ex Wood pole and power source.

Ⓟ Install 4 unit Push Button Station.

PED Install 4" iron pipe pedestal.

Ⓐ Loop Amplifier and Control cabinet by others.

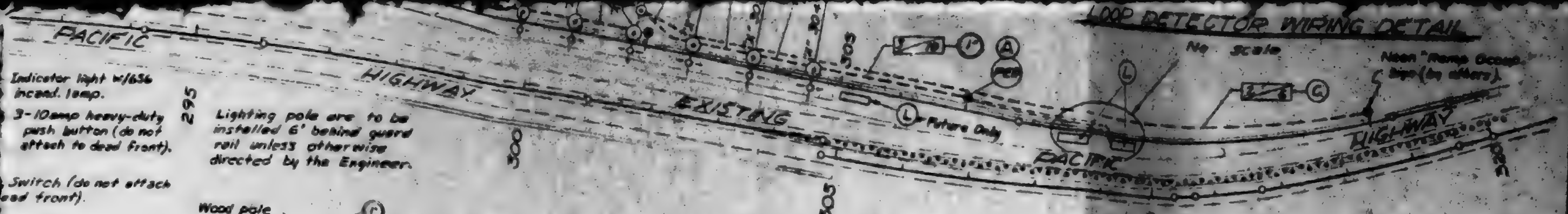
Ⓛ Install Loop Detector #14 use type wire. (See Section 661.43, (d-3) of Standard Specifications.)

● Illumination sign cantilever in place.

Ⓒ 1" galv. rigid steel conduit with 2-No. 10 AWG.

Accompanied By Dwg. No. 31016

OREGON STATE HIGHWAY DIVISION


PACIFIC
HIGHWAY
EXISTING
PACIFIC
HIGHWAY
295
300
305
310
320
Future Only
Neon "Ramp Occup." Sign (by others).
PED
A
L
C
1'

LOOP DETECTOR WIRING DETAIL

No Scale

Indicator light w/636 incand. lamp.

3-10amp heavy-duty push button (do not attach to dead front).

Switch (do not attach
ead front).

h catch &

Box" (Raintight).

r fabrication.
U.L. listed

ized steel
paint.
finished
be
minum.

ion circuit #1
2-No. 10.

(3-No. 10)

Volt

ush button.

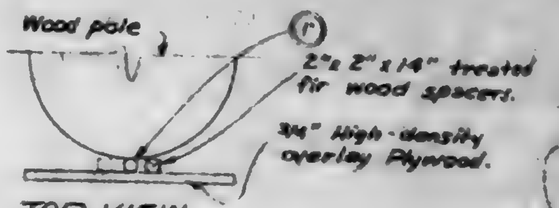
button
2-No. 12

tion circuit No. 2
(4) 2-No. 10

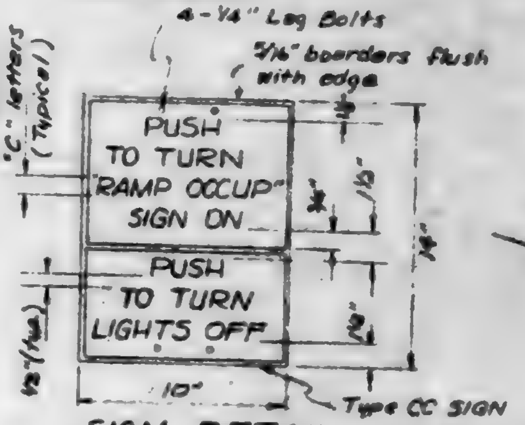
tion circuit No. 3
(7) 2-No. 10

on station Ⓟ
nd 5

Lighting pole are to be installed 6' behind guard rail unless otherwise directed by the Engineer.

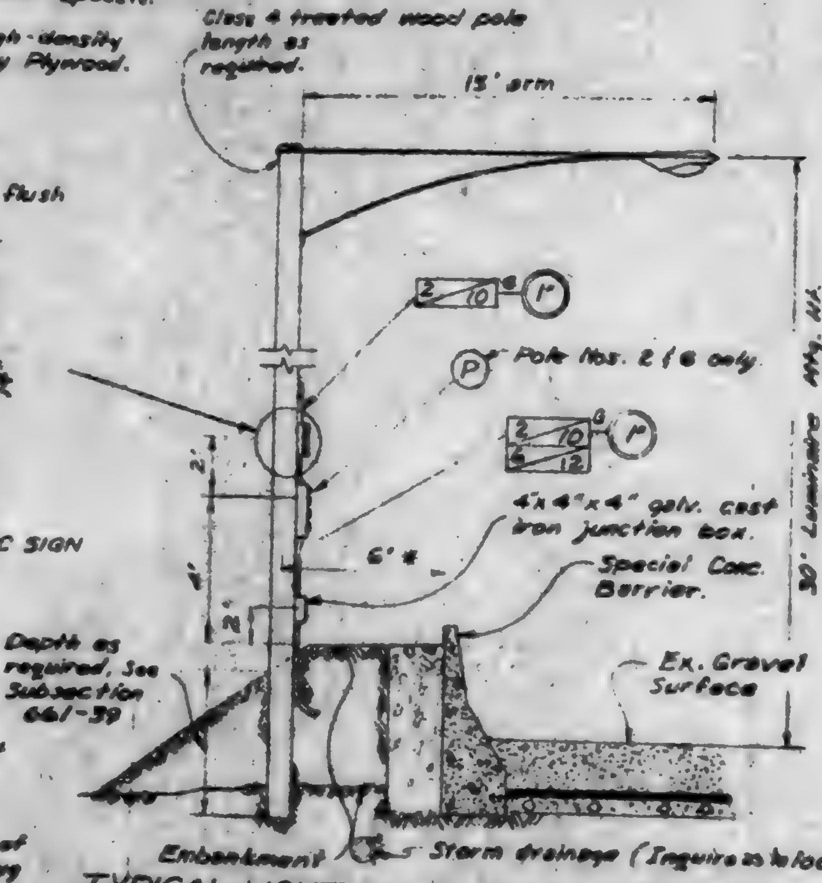

Wood pole
r
2"x 2"x 14" treated fir wood spacers.
3/4" High-density overlay Plywood.

TOP VIEW


4-1/4" Lag Bolts
5/16" boarders flush with edge
1"-Series "C" letters (Typical)
PUSH
TO TURN
"RAMP OCCUP"
SIGN ON
PUSH
TO TURN
LIGHTS OFF
10"
15"
14"
Type CC SIGN

SIGN DETAIL

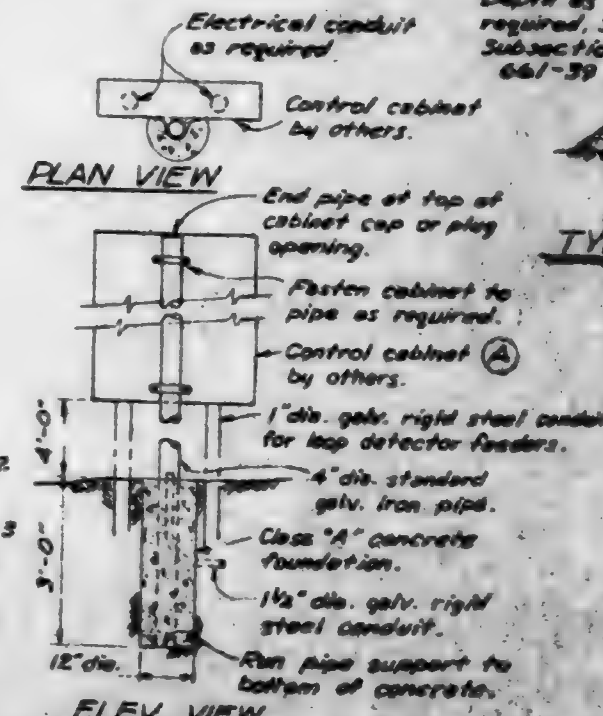
Pole No. 2 & 5


Class 4 treated wood pole length as required.
15' arm
30' Luminaire Mtg. Ht.
Pole Nos. 2 & 6 only
P
1'
2
10
12
4"x 4"x 4" galv. cast iron junction box.
6' *
Special Conc. Barrier.
Ex. Gravel Surface
Depth as required, See Subsection 661-39
Embankment
Storm drainage (Inquire as to location).

TYPICAL LIGHT POLE INSTALLATION

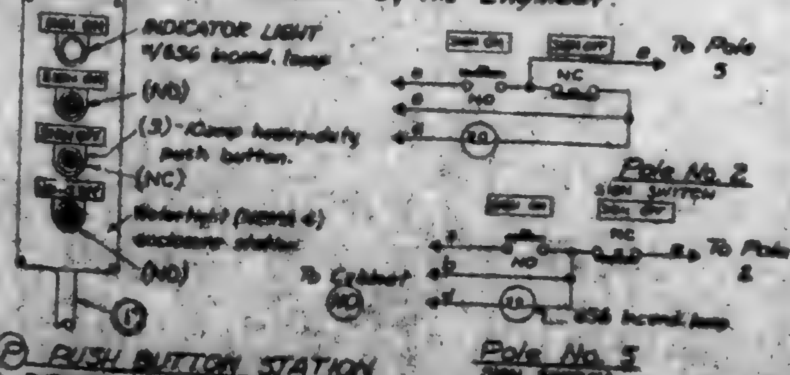
No Scale

* Lighting poles are to be installed 6' behind guard rail unless otherwise directed by the Engineer.


Electrical conduit as required.
Control cabinet by others.
PLAN VIEW
End pipe at top of cabinet cap or plug opening.
Fasten cabinet to pipe as required.
Control cabinet A by others.
1" dia. galv. rigid steel conduit for loop detector feeders.
4" dia. standard galv. iron pipe.
Class "A" concrete foundation.
1½" dia. galv. rigid steel conduit.
Run pipe support to bottom of concrete.
4'-0"
3'-0"
12" dia.
ELEV. VIEW

PED PED. MTD. CONTROL CABINET

No Scale


INDICATOR LIGHT
W/636 incand. lamp
(NO)
(3)-10amp heavy-duty push button.
(NC)
(NO)
C
To Cabinet
110
NO
NC
To Pole 5
To Pole 2
636 incand. lamp
Pole No. 2
SIGN SWITCH
Pole No. 5
SIGN SWITCH

Ⓟ PUSH BUTTON STATION DETAIL and SCHEMATIC

LEGEND

- ① Install class IV wood pole No. 1 (See "Light Pole Table" in Special Provisions) with 15' bracket arm and luminaire mounted 30'.
- N/S Install "N" number - "S" size copper wire.
- Ⓢ Install "S" galv. rigid steel conduit ("S" = size shown)
- (MS) 120/240 volt meter service
- (PE) 105-285 volt photoelectric relay at top of pole.
- (110) Install 24" x 28" x 10" steel galv. cabinet (See Wiring Diagram for equipment to be used in cabinet.
- Ex Wood pole and power source.
- Ⓟ Install 4 unit Push Button Station.
- (PED) Install 4" iron pipe pedestal.
- Ⓐ Loop Amplifier and Control cabinet by others.
- Ⓛ Install Loop Detector #14 use type wire. (See Section 661.43, (d-3) of Standard Specifications.)
- ● Illumination sign cantilever in place.
- Ⓒ 1" galv. rigid steel conduit with 2-No. 10 AWG.

Accompanied By Dwg. No. 31016

APPROVED Walt. [illegible]
BRIDGE ENGINEER
DESIGNED CRAE
DRAWN L. [illegible]
CHECKED
REVIEWED GJB
REVIEWED
CALC. BOOK

DATE	REVISION

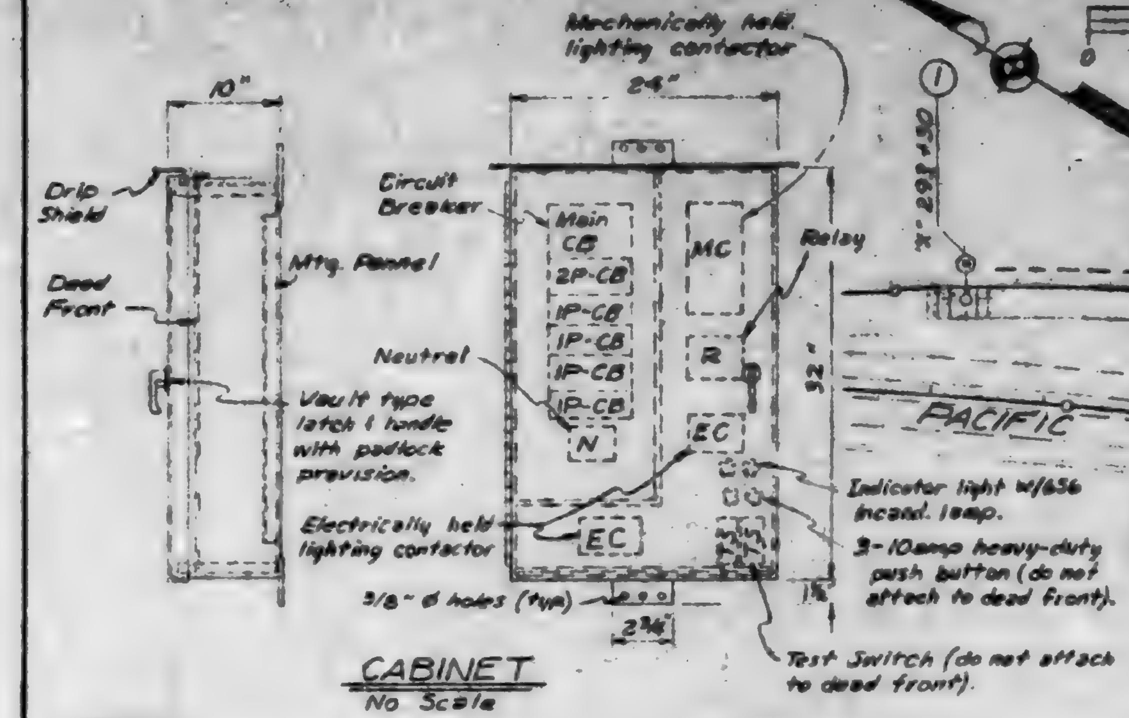
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

S. ASHLAND INTCHGE -
CALIFORNIA STATE LINE SEC.

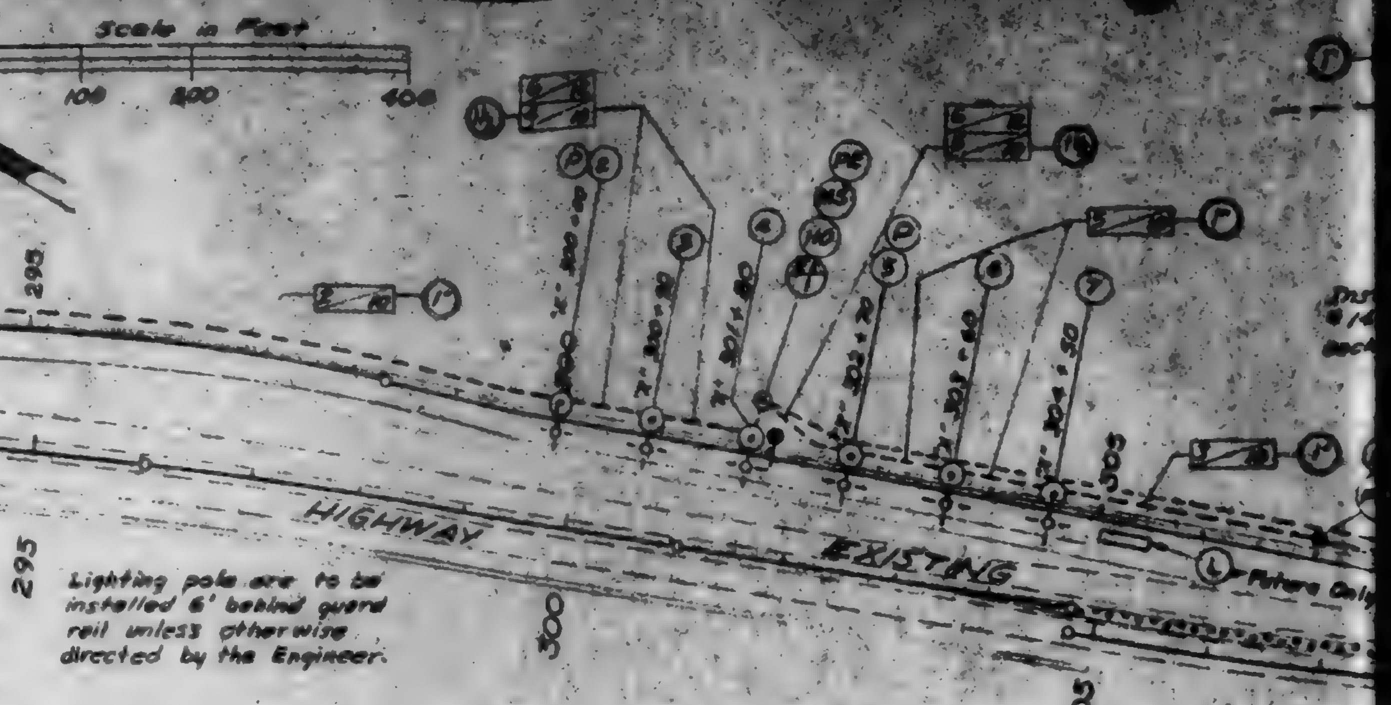
PACIFIC HIGHWAY
JACKSON COUNTY

ROADWAY ILLUMINATION &
ELECTRICAL DETAILS

DATE JUNE 1978
BRIDGE NO. 16311
SHEET 1 OF 1
DRAWING NO. 33771


10"
Drip Shield
Dead Front
Mtg. Pannel
Vault type latch & handle with padlock provision.
24"
Mechanically held lighting contactor
Circuit Breaker
Main CB
2P-CB
1P-CB
1P-CB
1P-CB
1P-CB
N
MC
R
EC
EC
Relay
Neutral
32"
Indicator light W/656 incand. lamp.
Electrically held lighting contactor
3-10amp heavy-duty push button (do not attach to dead front).
3/8" Ø holes (typ.)
2¾
1¾
Test Switch (do not attach to dead front).

CABINET
No Scale


Scale in Feet
0
100
200
400
1
Z' 292+30
295
300
305
PACIFIC
HIGHWAY
EXISTING
Z' 300+00
Z' 300+90
Z' 301+80
Z' 302+70
Z' 303+60
Z' 304+50
PE
L
Future Only

Lighting pole are to be installed 6' behind guard rail unless otherwise directed by the Engineer.

NOTES:

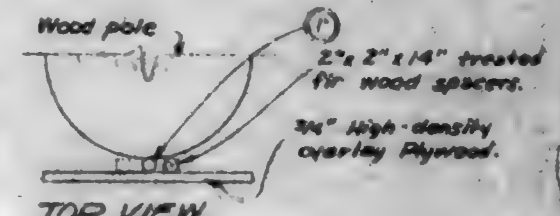
Cabinet has cover hinged on Lt. or Rt. side with catch & handle.

Enclosure shall bear a U.L. lable reading "Cutout Box" (Raintight).

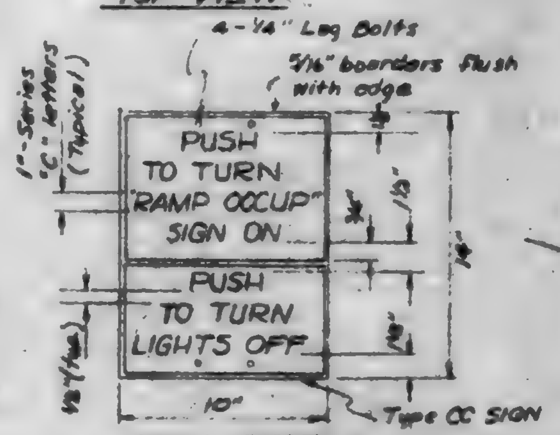
Cabinets formed from 10 Ga. steel hot dip galvanized after fabrication.

All internal wiring except field wires, shall be done by a U.L. listed facility.

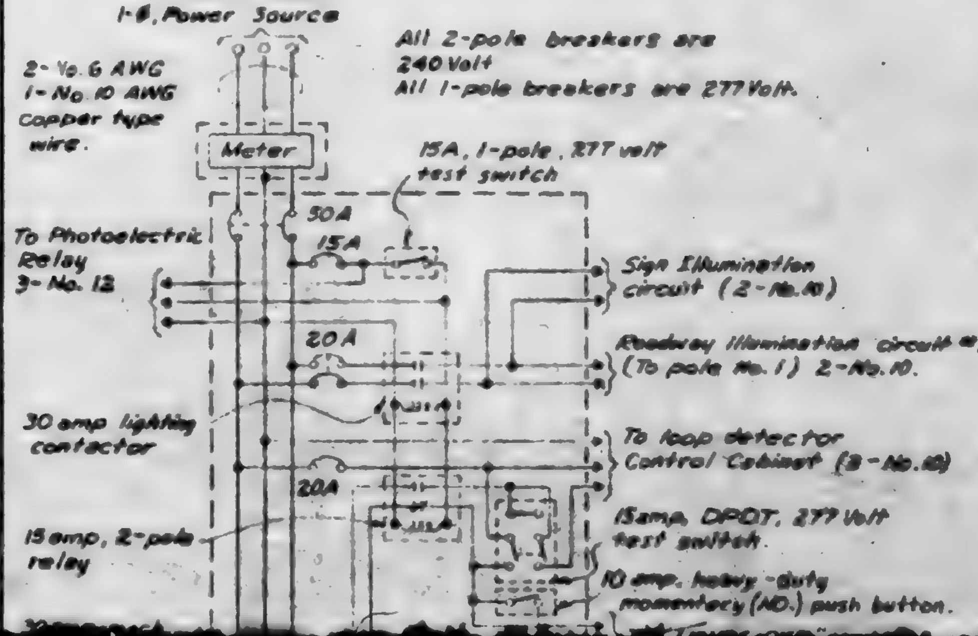
Deadfronts may be fabricated from code guage galvanized steel sheet. Cut edges shall be treated with zinc-rich paint. They sheet be primed with a vinyl wash primer and finished with Exterior Polyurethane Enamel. The color shall be similar to that of OSHD Formula No. 15-74 aluminium.

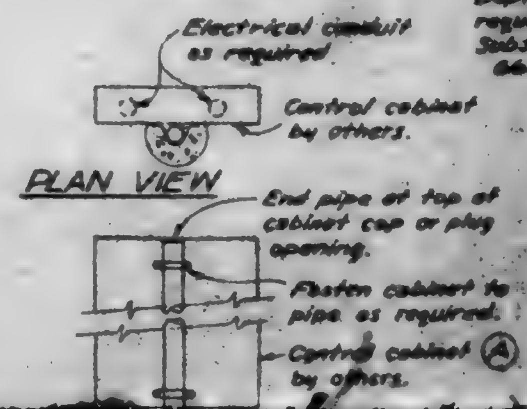

Wood pole
2"x 2" x 14" treated fir wood spacers.
3/4" High-density overlay Plywood.

TOP VIEW

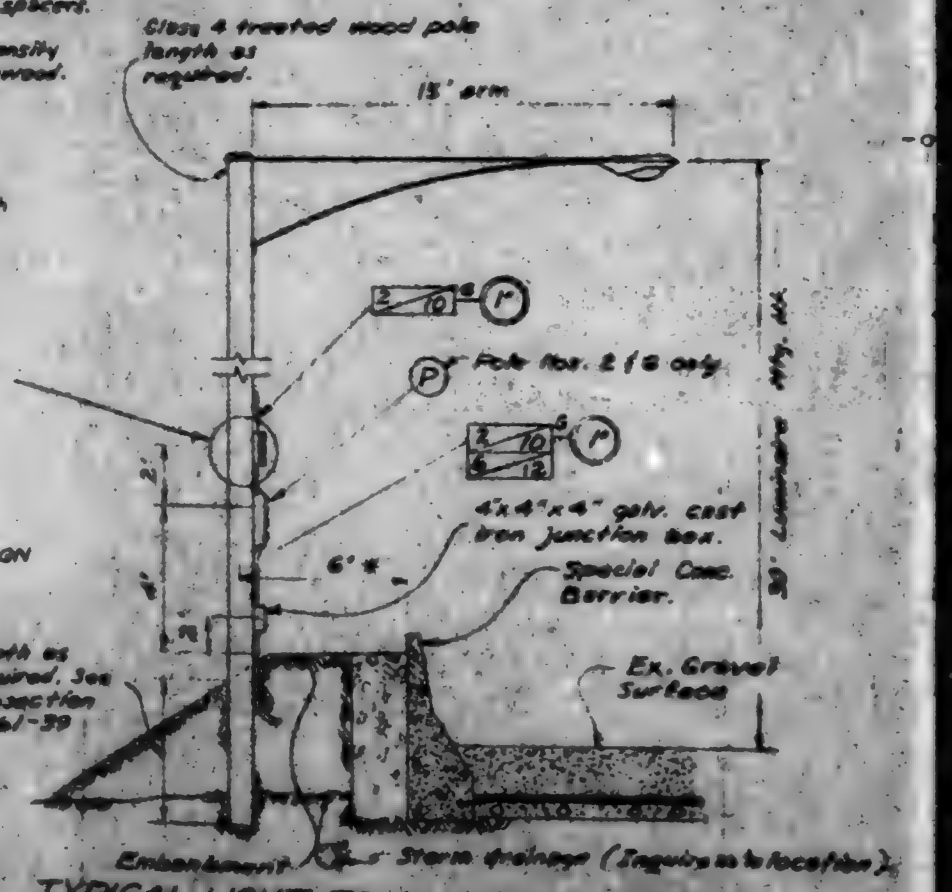

4-1/4" Lag Bolts
5/16" boarders flush with edge
1"-Series "C" letters (Typical)
PUSH TO TURN "RAMP OCCUP" SIGN ON
PUSH TO TURN LIGHTS OFF
15"
14"
10"
Type CC SIGN

SIGN DETAIL
Pole No. 2 & 5


To 120/240 Volt 1-Ø, Power Source
2-No. 6 AWG
1-No. 10 AWG
copper type wire.
All 2-pole breakers are 240 Volt
All 1-pole breakers are 277 Volt.
Meter
15A, 1-pole, 277 volt test switch
30A
15A
To Photoelectric Relay 3-No. 12
Sign Illumination circuit (2-No.10)
20A
Roadway illumination circuit #1 (To pole No. 1) 2-No. 10.
30 amp lighting contactor
To loop detector Control Cabinet (3-No.10)
20A
15amp, DPDT, 277 Volt test switch.
15amp, 2-pole relay
10 amp. heavy-duty momentary (NO.) push button.

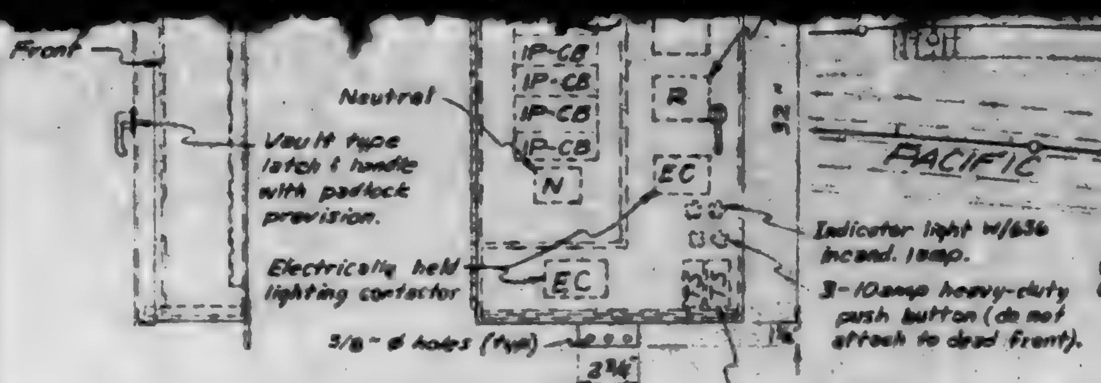

Electrical conduit as required.
Control cabinet by others.
End pipe at top of cabinet cap or plug opening.
Fasten cabinet to pipe as required.
Control cabinet by others.
A

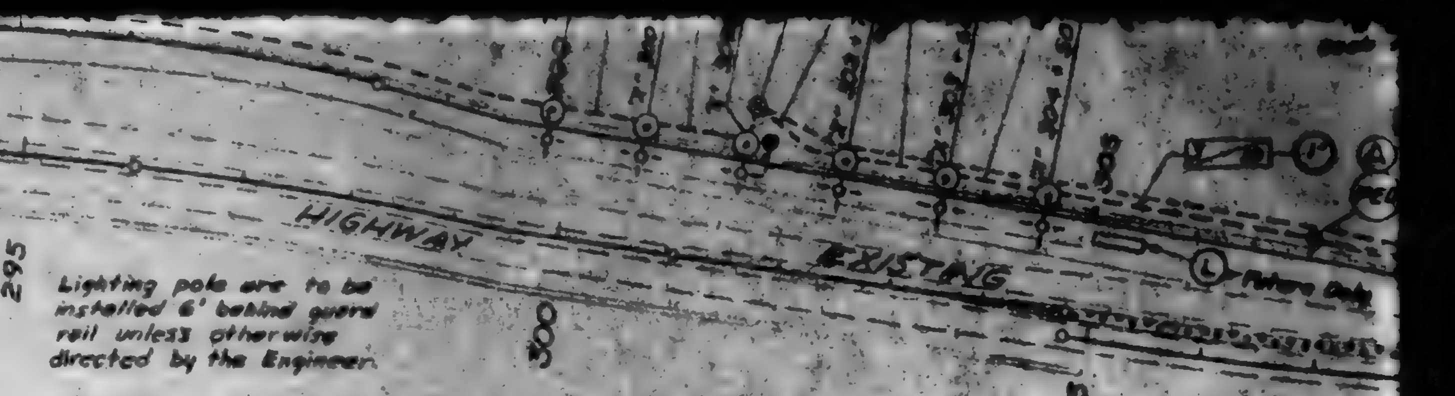
PLAN VIEW


Class 4 treated wood pole length as required.
15' arm
30' Luminaire Mtg. Ht.
P Pole Nos. 2 & 5 only
4"x4"x4" galv. cast iron junction box.
Special Conc. Barrier.
6'
Ex. Gravel Surface
Depth as required. See Subsection 661-39
Embankment
Storm drainage (Inquire as to location).

TYPICAL LIGHT POLE INSTALLATION
No Scale

* Lighting poles are to be installed 6' behind guard rail unless otherwise directed by the Engineer.


Front
Neutral
IP-CB
IP-CB
IP-CB
IP-CB
N
R
EC
EC
32"
Vault type latch & handle with padlock provision.
Electrically held lighting contactor
3/8" ⌀ holes (typ)
3¼
Indicator light w/636 Incand. lamp.
3-10amp heavy-duty push button (do not attach to dead front).
Test Switch (do not attach to dead front).


PACIFIC
HIGHWAY
EXISTING
295
300
305
Lighting pole are to be installed 6' behind guard rail unless otherwise directed by the Engineer.
Future Only

CABINET
No Scale

NOTES:

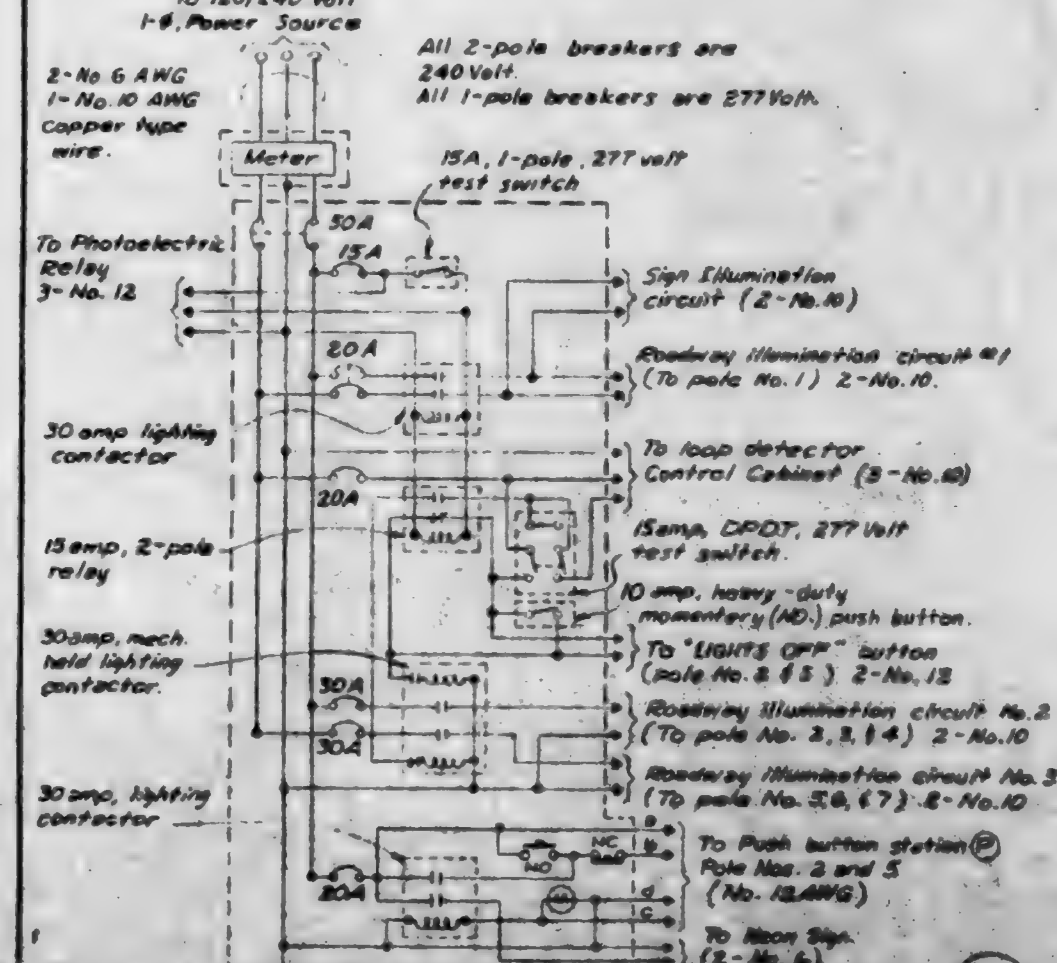
Cabinet has cover hinged on Lt. or Rt. side with catch & handle.

Enclosure shall bear a U.L. lable reading "Cutout Box" (Raintight).

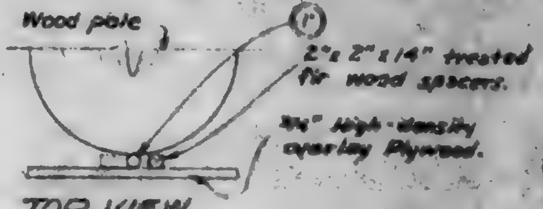
Cabinets formed from 10 Ga. steel hot dip galvanized after fabrication.

All internal wiring except field wires, shall be done by a U.L. listed facility.

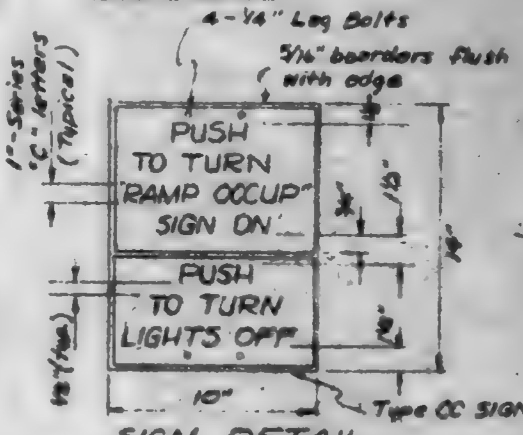
Deadfronts may be fabricated from code guage galvanized steel sheet. Cut edges shall be treated with zinc-rich paint. They sheet be primed with a vinyl wash primer and finished with Exterior Polyurethane Enamel. The color shall be similar to that of OSHD Formula No. 15-74 aluminum.


To 120/240 Volt
1-⌀, Power Source
2-No 6 AWG
1-No. 10 AWG
copper type wire.
All 2-pole breakers are 240 Volt.
All 1-pole breakers are 277 Volt.
Meter
15A, 1-pole, 277 volt test switch
50A
15A
To Photoelectric Relay 3-No. 12
Sign Illumination circuit (2-No.10)
20A
Roadway illumination circuit #1 (To pole No. 1) 2-No. 10.
30 amp lighting contactor
To loop detector Control Cabinet (3-No.10)
20A
15amp, DPDT, 277 Volt test switch.
15amp, 2-pole relay
10 amp. heavy-duty momentary (NO.) push button.
30amp. mech. held lighting contactor.
To "LIGHTS OFF" button (pole No. 2 & 5) 2-No. 12
30A
30A
Roadway illumination circuit No. 2 (To pole No. 2, 3, & 4) 2-No. 10
Roadway illumination circuit No. 3 (To pole No. 5, 6, & 7) 2-No. 10
30 amp, lighting contactor
20A
NC
NO
To Push button station (P) Pole Nos. 2 and 5 (No. 12 AWG)
To Neon Sign (2-No. 6)

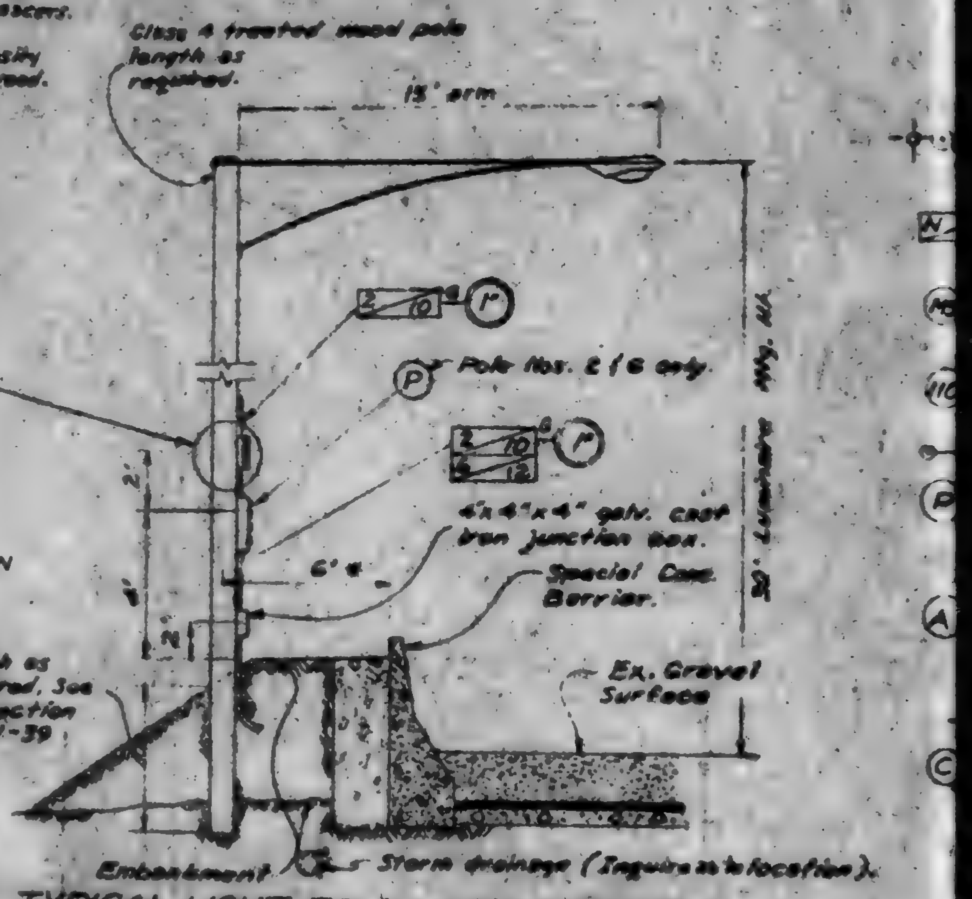
(110) SERVICE WIRING DIAGRAM
DISTRIBUTION and CONTROL CENTER


Wood pole
(P)
2"x 2"x 14" treated fir wood spacers.
3/4" High-density overlay Plywood.

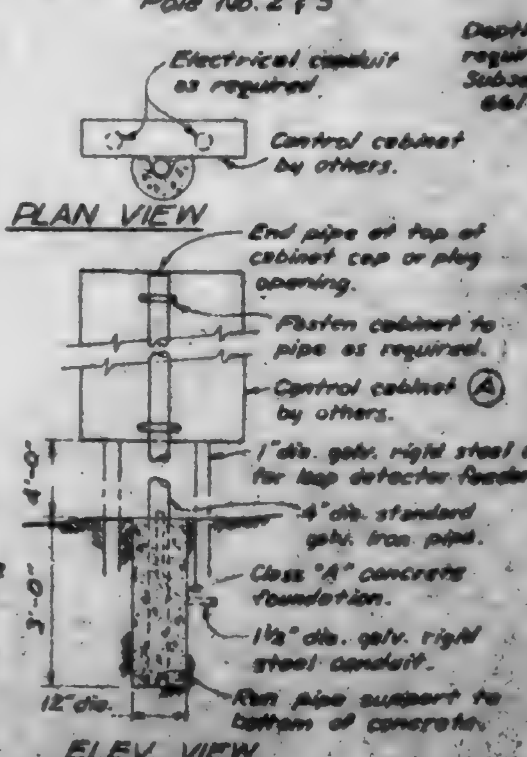
TOP VIEW


4-1/4" Lag Bolts
5/16" borders flush with edge
1"-Series "C" letters (Typical)
PUSH
TO TURN
"RAMP OCCUP"
SIGN ON
PUSH
TO TURN
LIGHTS OFF
15"
10"
Type CC SIGN

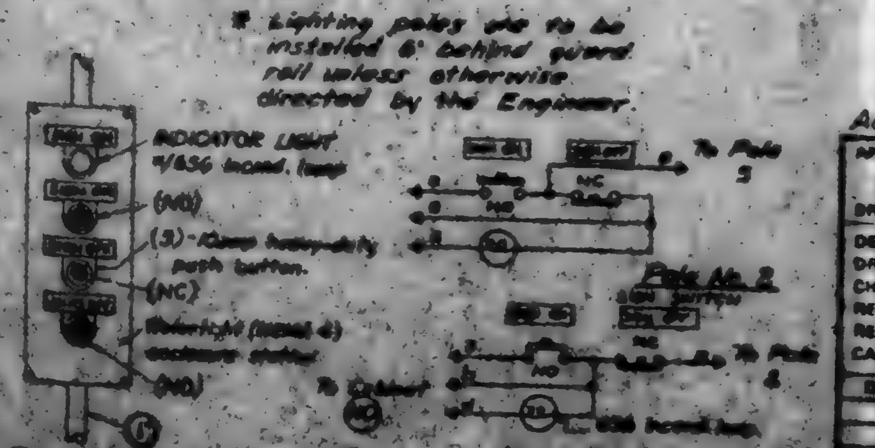
SIGN DETAIL
Pole No. 2 & 5


Class 4 treated wood pole length as required.
15' arm
(P)
Pole Nos. 2 & 6 only.
4"x 4"x 4" galv. cast iron junction box.
6' ±
2'
Special Conc. Barrier.
Ex. Gravel Surface
30' Luminaire Mtg. Ht.
Depth as required. See Subsection 661-39
Embankment
Storm drainage (Inquire as to location).

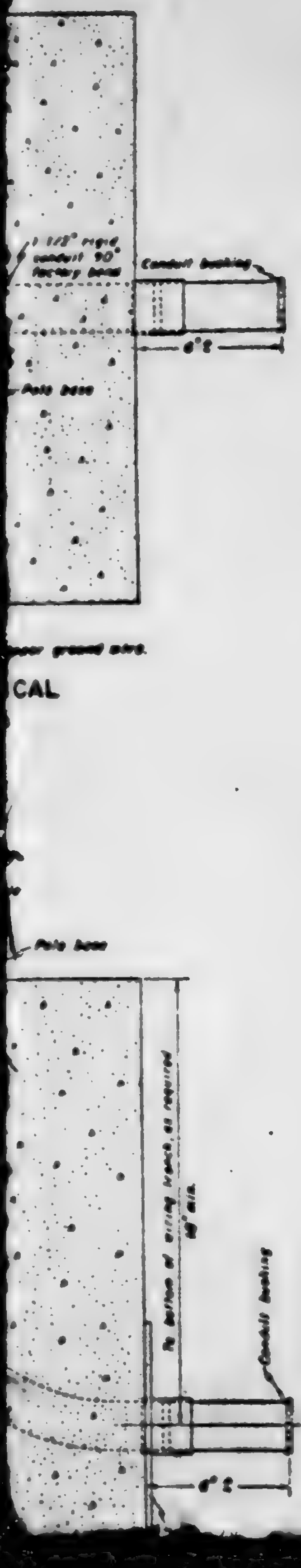
TYPICAL LIGHT POLE INSTALLATION
No Scale


Electrical conduit as required.
Control cabinet by others.
PLAN VIEW
End pipe at top of cabinet cap or plug opening.
Fasten cabinet to pipe as required.
Control cabinet (A) by others.
1" dia. galv. rigid steel conduit for loop detector feeders.
4" dia. standard galv. iron pipe.
Class "A" concrete foundation.
1½" dia. galv. rigid steel conduit.
Run pipe support to bottom of concrete.
4'-0"
3'-0"
12" dia.
ELEV. VIEW

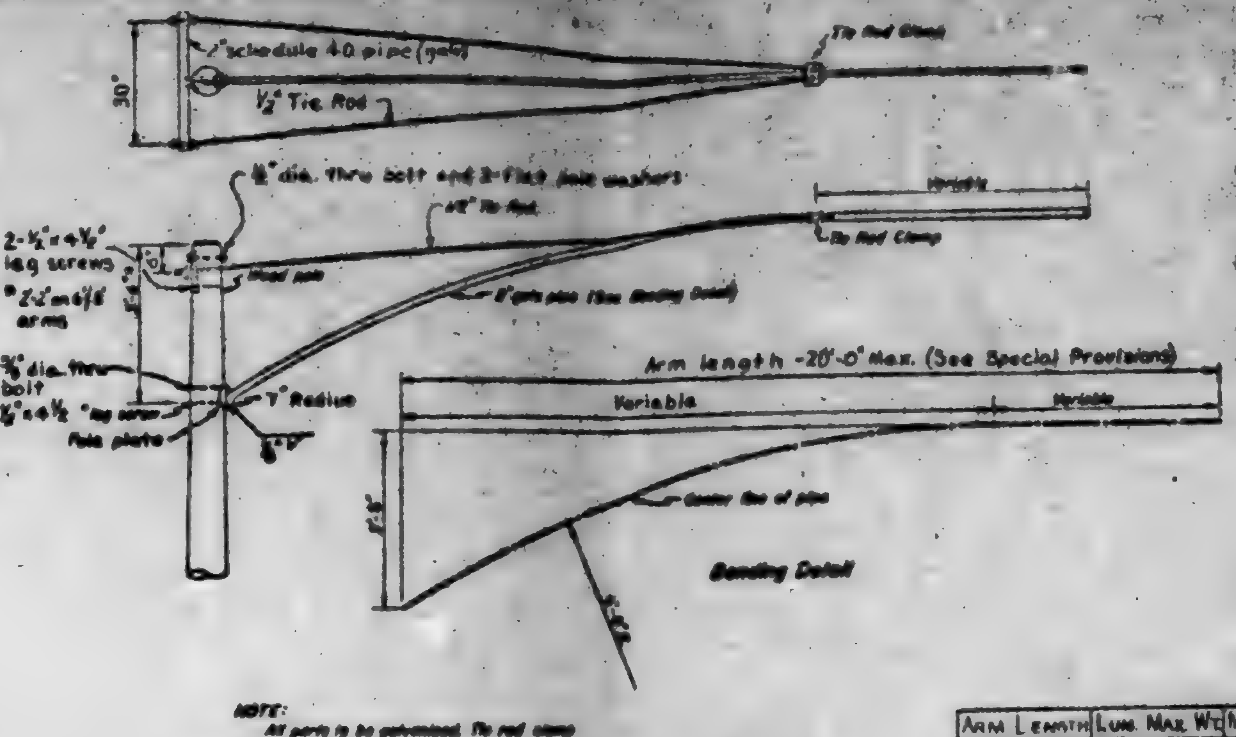
PED PED. MTD CONTROL CABINET
No Scale


* Lighting poles are to be installed 6' behind guard rail unless otherwise directed by the Engineer.
INDICATOR LIGHT W/636 Incand. lamp
(NO)
(3)-10amp heavy-duty push button.
(NC)
(NO)
To Cabinet
To Pole 5
NC
NO
Pole No. 2
To Pole 2
Pole No. 5

(P) PUSH BUTTON STATION
DETAIL and SCHEMATIC


1 1/2" rigid conduit 90° factory bend
Conduit bushing
6" 2
Pole base
Pole base
To bottom of wiring trench, as required
18" min.
Conduit bushing
6" 2

CAL


30"
2" schedule 40 pipe (galv)
1/2" Tie Rod
Tie Rod Clamp
5/8" dia. thru bolt and 2-flat pole washers
1/2" Tie Rod
Variable
Tie Rod Clamp
2-1/2" x 4 1/2" lag screws
2-2" std. galv. arms
Wood pole
2" galv. pipe (See Bending Detail)
5/8" dia. thru bolt
2-1/2" x 4 1/2" lag screws
Pole plate
7" Radius
Arm length -20'-0" Max. (See Special Provisions)
Variable
Variable
Center line of pipe
Bending Detail

NOTE:
All parts to be galvanized. Tie rod clamp assembly shall fit rods.

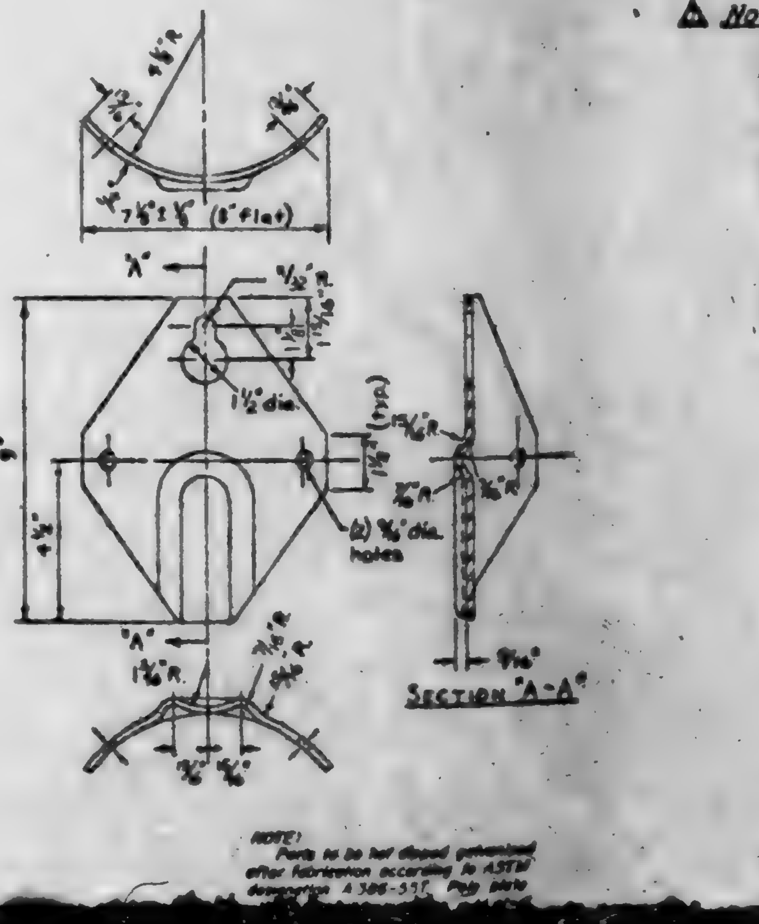
STANDARD UPSWEEP STREET LIGHT BRACKET ARM
6 Ft. min. - 20 Ft. max.

Arm Length	Lum. Max Wt.	Max Proj. Area
6 thru 20 ft.	75 Lbs.	3.3 sq. ft

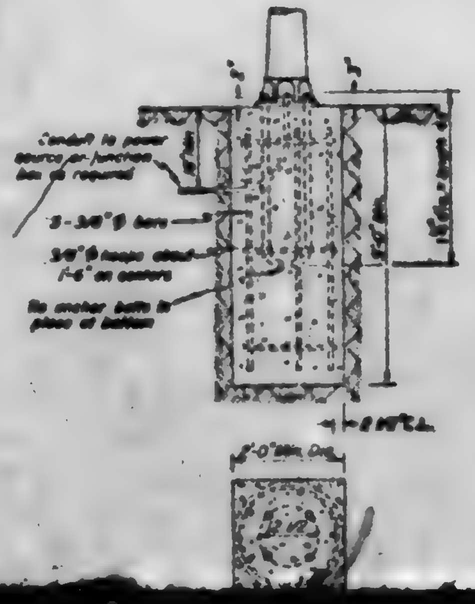
△ Note:

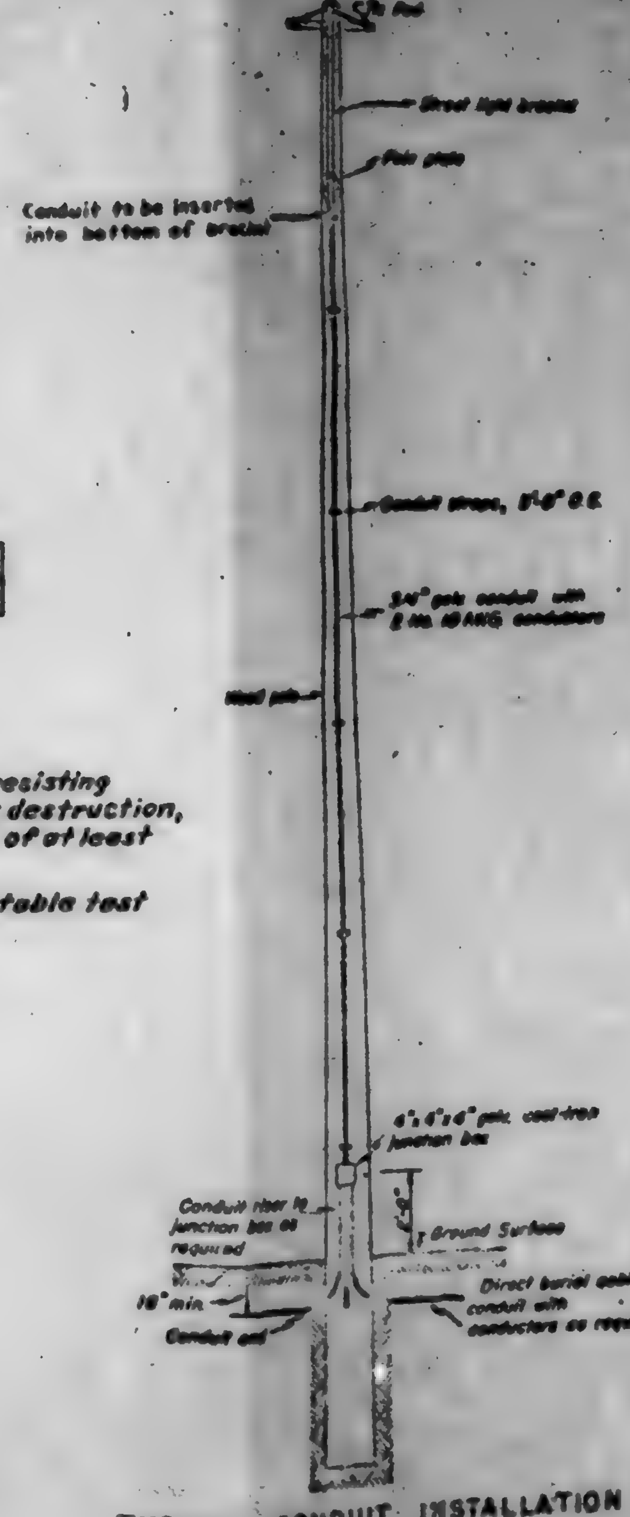
Luminaire supports shall be capable of resisting at yield strength of the material, without destruction, the loads developed by velocity pressure of at least 100 mph wind.

Supportive engineering data and/or acceptable test results are reqd. upon request.


4 5/8" R.
7 1/2" ± 1/8" (8" Flat)
"A"
9/32" R.
1 1/2" dia.
9"
4 1/2"
(2) 5/8" dia. holes
"A"
1 1/16" R.
Section "A-A"

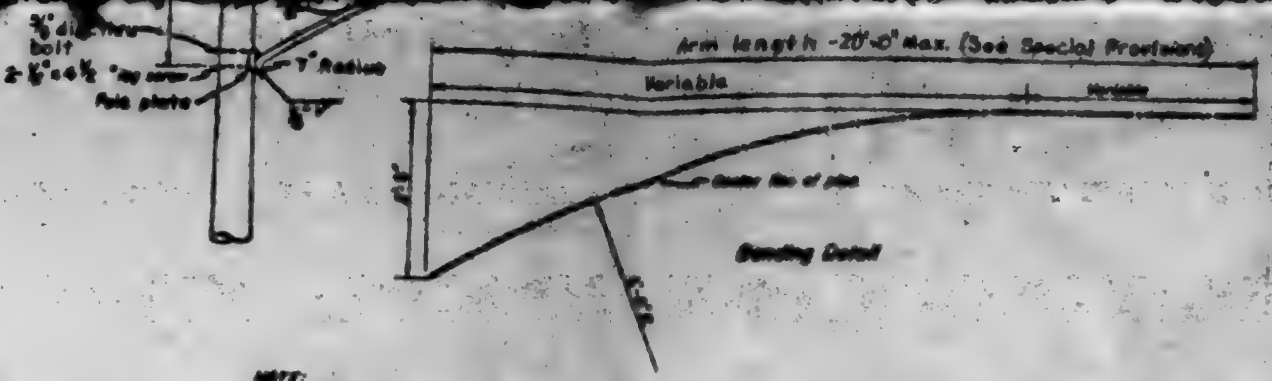
NOTE:
Parts to be hot dipped galvanized after fabrication according to ASTM designation A 386-55T. Pole plate


Conduit to power source or junction box as required
3-3/8" Ø bars
3/8" Ø hoops about 1'-6" on centers
Tie anchor bolts in place at bottom
2'-0" Min. Dia.


Street light bracket
Pole plate
Conduit to be inserted into bottom of bracket
Conduit straps, 5'-0" O.C.
3/4" galv. conduit with 2 No. 10 AWG conductors
Wood pole
4" x 4" x 4" galv. cast-iron junction box
Conduit riser to junction box as required
Ground Surface
18" min.
Conduit ell
Direct burial cable or conduit with conductors as required

TYPICAL CONDUIT INSTALLATION ON WOOD POLE

1 1/2" rigid conduit 90° factory bend
Conduit bushing
6" ±
Pole base
for copper ground wire.
TRICAL
E
Pole
Pole base
To bottom of wiring trench as required
18" min.
Conduit bushing
6" ±
Conduit into block
NOTE:
Conduit ends shall be sealed to keep out dirt during construction.
ICAL
ION


3/8" dia. thru bolt
2-1/2" x 4 1/2" lag screw
Pole plate
7" Radius
Arm length -20'-0" Max. (See Special Provisions)
Variable
Variable
Center line of pipe
Bending Detail

NOTE:
All parts to be galvanized. The rod clamp assembly shall be rust.

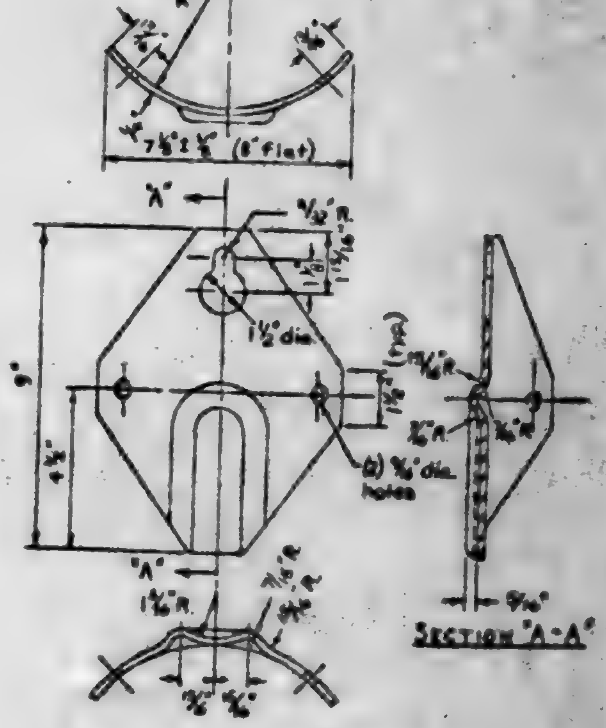
STANDARD UPSWEEP STREET LIGHT BRACKET ARM
6 Ft. min. - 20 Ft. max.

ARM LENGTH	LUM. MAX WT.	MAX PROJ. AREA
6 thru 20 ft.	75 LBS.	3.3 SQ. FT.

△ *Note:*

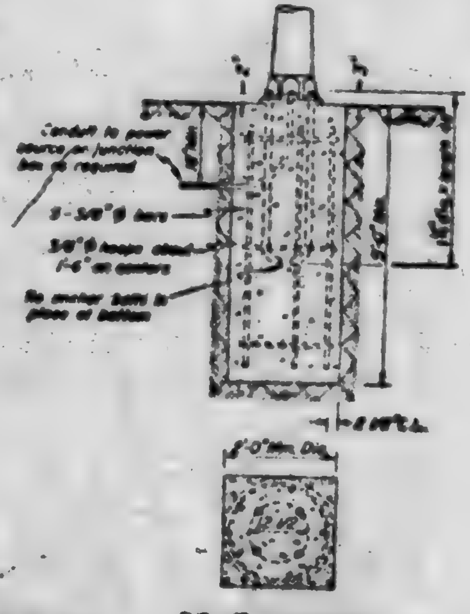
Luminaire supports shall be capable of resisting at yield strength of the material, without destruction, the loads developed by velocity pressure of at least 100 mph wind.

Supportive engineering data and/or acceptable test results are reqd. upon request.


1 1/2" R.
7 1/2" ± 1/2" (6" flat)
"A"
9/32" R.
1 1/2" dia.
9"
4 1/2"
(4) 9/16" dia. holes
3/8" R.
"A"
1 1/2" R.
9/16"
9/16"
SECTION "A-A"

NOTE:
Parts to be hot dipped galvanized after fabrication according to ASTM designation A 386-55T. Pole plate shall be constructed from mild steel.

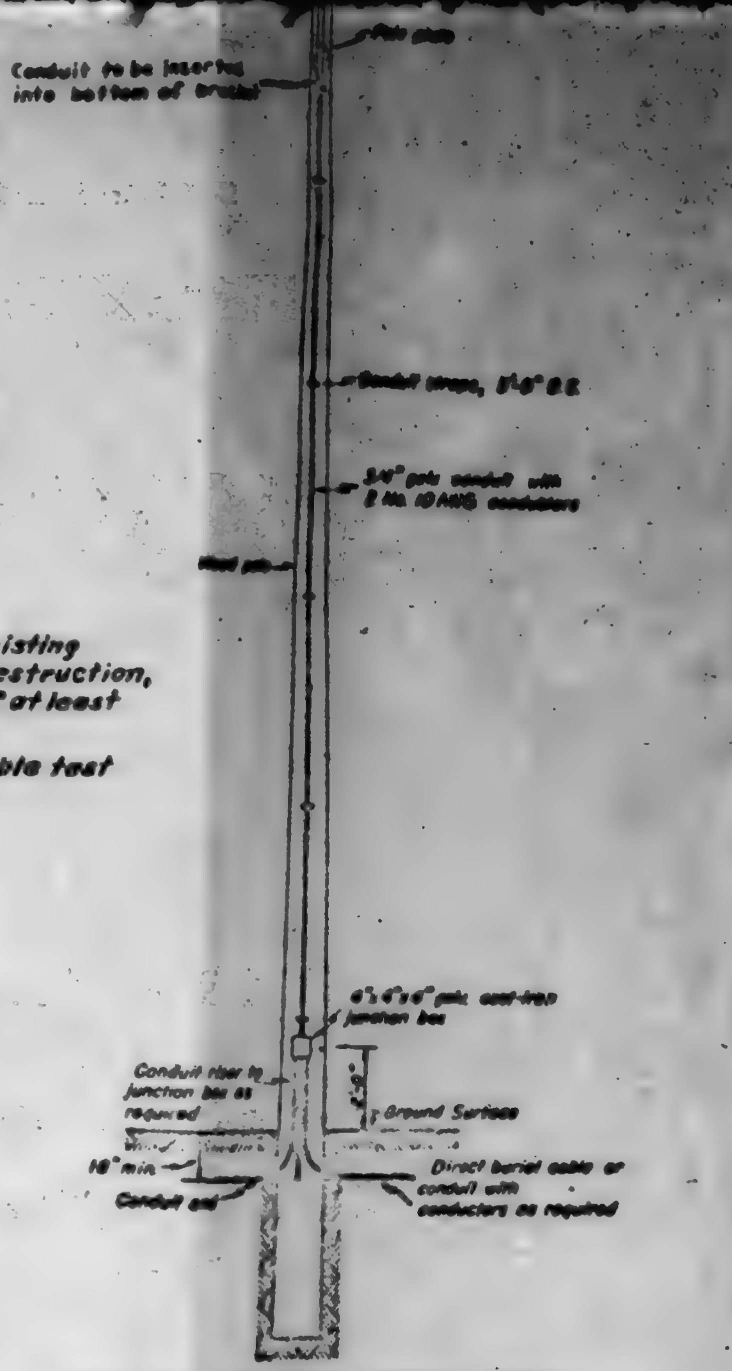
POLE PLATE FOR WOOD POLES


Conduit to power source or junction box as required
8 - 3/8" Ø bars
3/8" Ø hoops about 1'-6" on centers
To anchor bolts in place at bottom
2'-0" Min. Dia.

Pour the top of the base level and finish to match adjacent concrete curbs or walks. Top four inches formed square, remainder may be round or square. Finish corners with edging tool if not in walk or paved area.

POLE FOOTING

Anchor rods shall be galv. to ASTM-A123 and shall be of ASTM-A354, Grade BC steel.


Pole plate
Conduit to be inserted into bottom of bracket
Conduit straps, 1'-6" C.C.
3/4" galv. conduit with 2 No. 10 AWG conductors
Wood pole
4" x 4" x 6" galv. cast-iron junction box
Conduit riser to junction box as required
Ground Surface
18" min.
Conduit ell
Direct burial cable or conduit with conductors as required

TYPICAL CONDUIT INSTALLATION
ON WOOD POLE

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRAWING.
FOR EXAMPLE:
INDICATED SCALE 1/2"=1'-0"
SHOULD BE READ 1/4"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

APPROVED:
Walter J. Blant
BRIDGE ENGINEER

DESIGNED RMD
DRAWN RDS
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

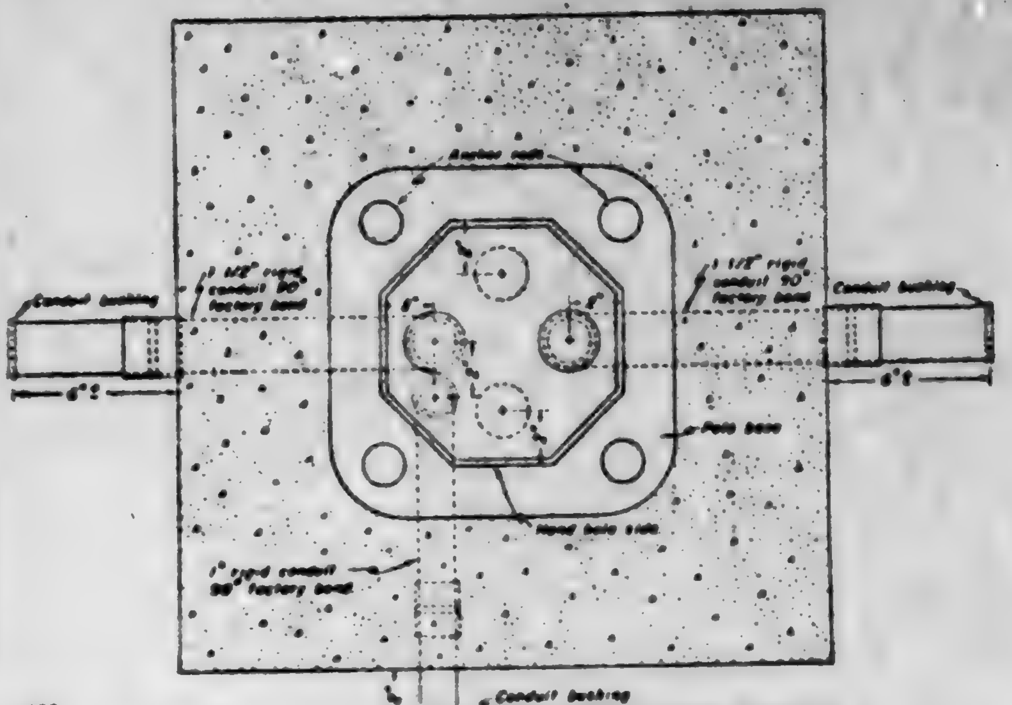
DATE	REVISION
△ 10/26/77	Added Note

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

STD. FOOTING FOR 30 FT. LUMINAIRE POLE &
TYPICAL CONDUIT INSTALLATION ON WOOD POLE

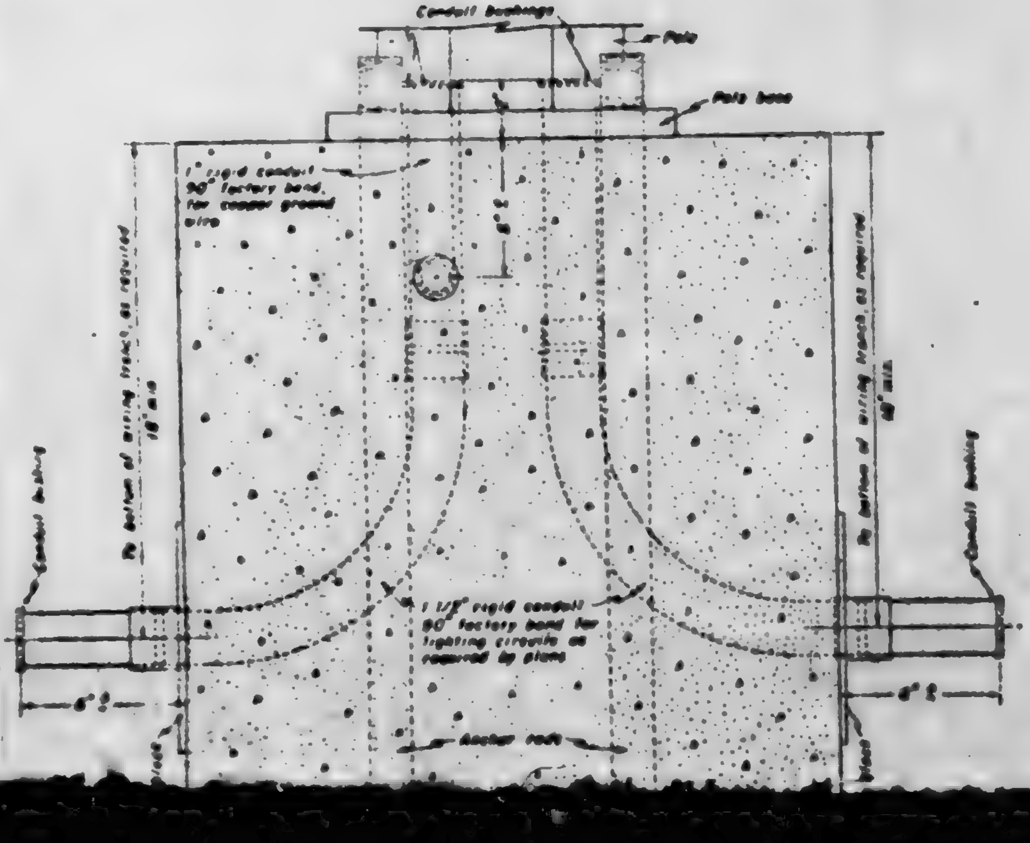
GENERAL DETAILS

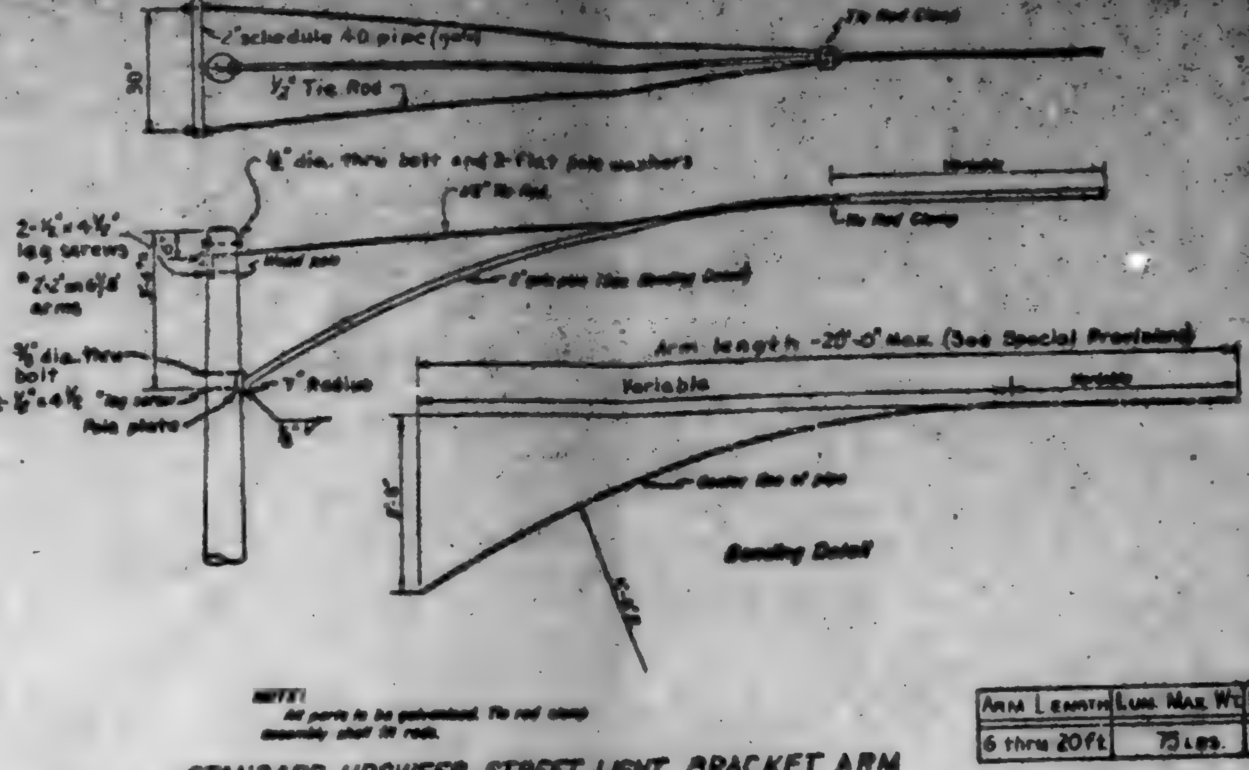
DATE November, 1975
BRIDGE NO. STANDARD
SHEET 1 OF 1
DRAWING NO. 31016


Anchor bolt
1 1/2" rigid conduit 90° factory bend
Conduit bushing
6" ±
Pole base
Hand hole side
1" rigid conduit 90° factory bend
Conduit bushing
Conduit entrance for copper ground wire.

NOTE
See lighting circuit plans for location of required conduits

TYPICAL DETAIL OF ELECTRICAL
CONDUIT IN POLE BASE


Conduit bushings
Pole
Pole base
1" rigid conduit 90° factory bend for copper ground wire
To bottom of wiring trench, as required
18" min.
Conduit bushing
1 1/2" rigid conduit 90° factory bend for lighting circuits as required by plans
6" ±
Anchor rods


2" schedule 40 pipe (galv.)
1/2" Tie Rod
Tie Rod Clamp
30"
1/2" dia. thru bolt and 2-flat pole washers
1/2" Tie Rod
Variable
Tie Rod Clamp
2-1/2" x 4 1/2" lag screws
Wood pole
2-2" x 6 1/8" arms
2" galv. pipe (See Bending Detail)
5/8" dia. thru bolt
2-1/2" x 4 1/2" lag screws
Pole plate
7" Radius
Arm length -20'-0" max. (See Special Provisions)
Variable
Variable
Center line of pipe
Bending Detail

NOTE:
All parts to be galvanized. Tie rod clamp assembly shall fit rod.

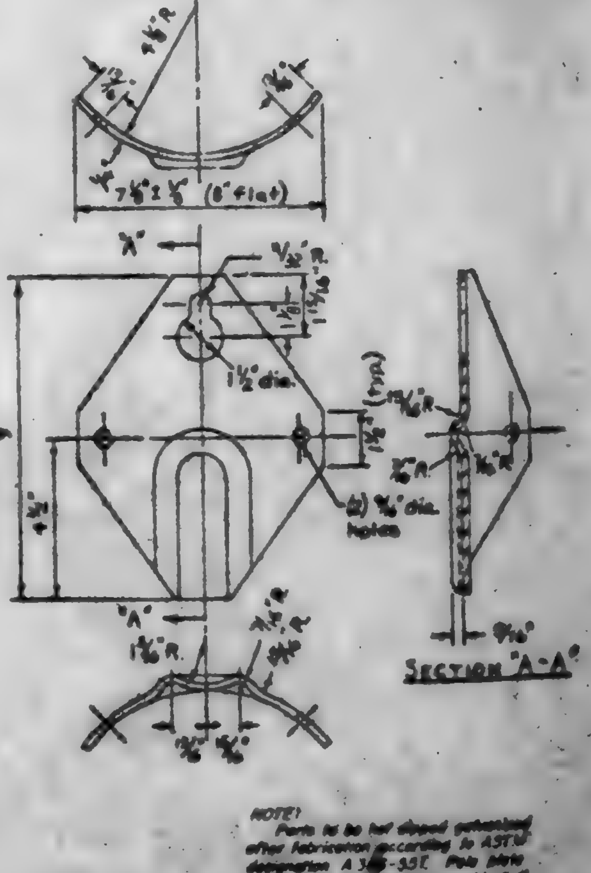
STANDARD UPSWEEP STREET LIGHT BRACKET ARM
6 Ft. min. - 20 Ft. max.

ARM LENGTH	LUM. MAX. WT.	MAX. PROJ. AREA
6 thru 20 ft.	75 LBS.	3.3 sq. FT.

Conduit
into bo

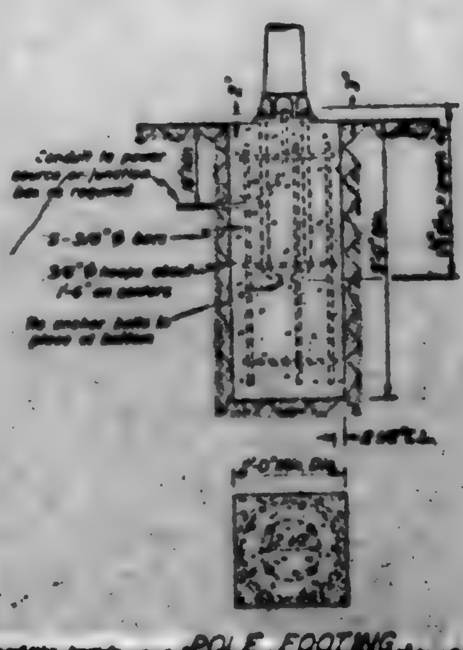
⚠ Note:
Luminaire supports shall be capable of resisting
at yield strength of the material, without destru
the loads developed by velocity pressure of at le
100 mph wind.

Supportive engineering data and/or acceptable t
results are reqd. upon request.

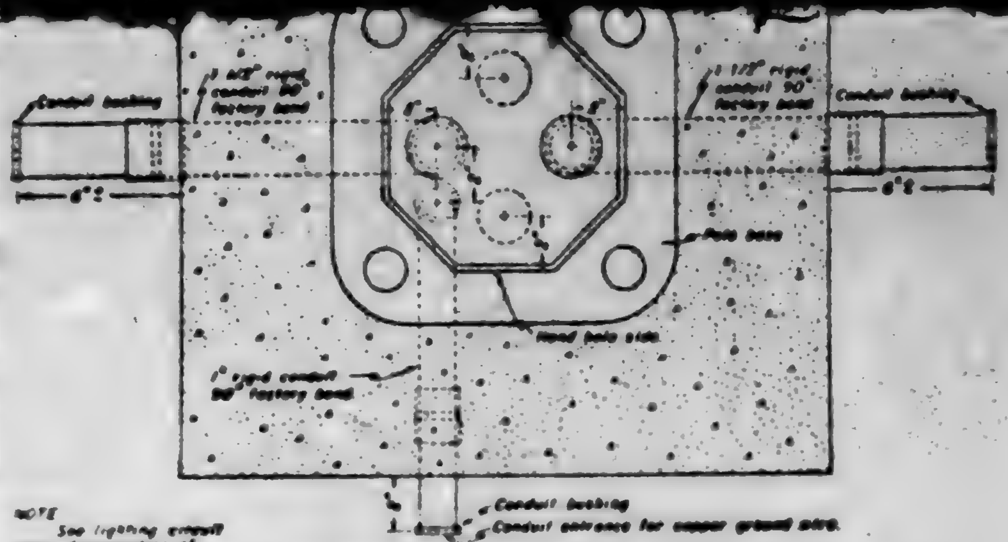

4 1/8" R.
7 1/8" ± 1/8" (8" flat)
"A"
1/32" R.
1 1/2" dia.
9"
4 1/2"
(2) 9/16" dia. holes
1 3/16" R.
Section "A-A"
9/16"

NOTE:
Parts to be hot dipped galvanized after fabrication according to ASTM designation A 3_-53T. Pole plate shall be constructed from mild steel.

POLE PLATE FOR WOOD POLES

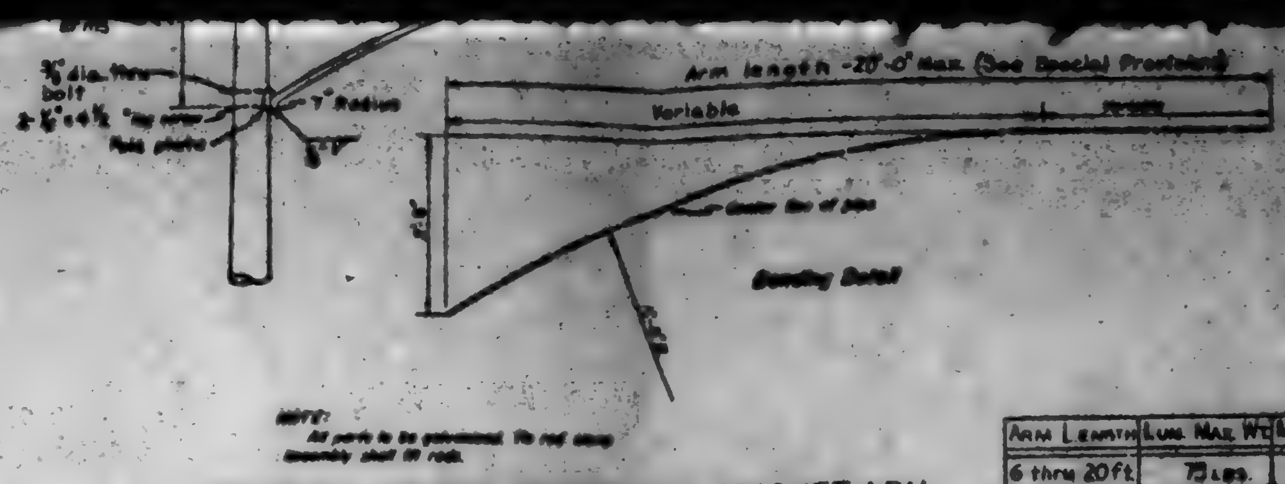

Conduit to power source or junction box as required
3-3/8" ⌀ bars
3/8" ⌀ hoops about 1'-6" on centers
To anchor bolts to plane of bottom
2'-0" min. dia.

POLE FOOTING


Conduit bushing
1 1/2" rigid conduit 90° factory bend
1 1/2" rigid conduit 90° factory bend
Conduit bushing
Pole base
Wood pole size
1" rigid conduit 90° factory bend
6" ±
6" ±
Conduit bushing
Conduit entrance for copper ground wire.

NOTE
See lighting circuit plans for location of required conduits

TYPICAL DETAIL OF ELECTRICAL CONDUIT IN POLE BASE


3/4" dia. thru bolt
Pole plate
7" Radius
Arm length -20'-0" Max. (See Special Provisions)
Variable
Center line of pipe
Bending Detail

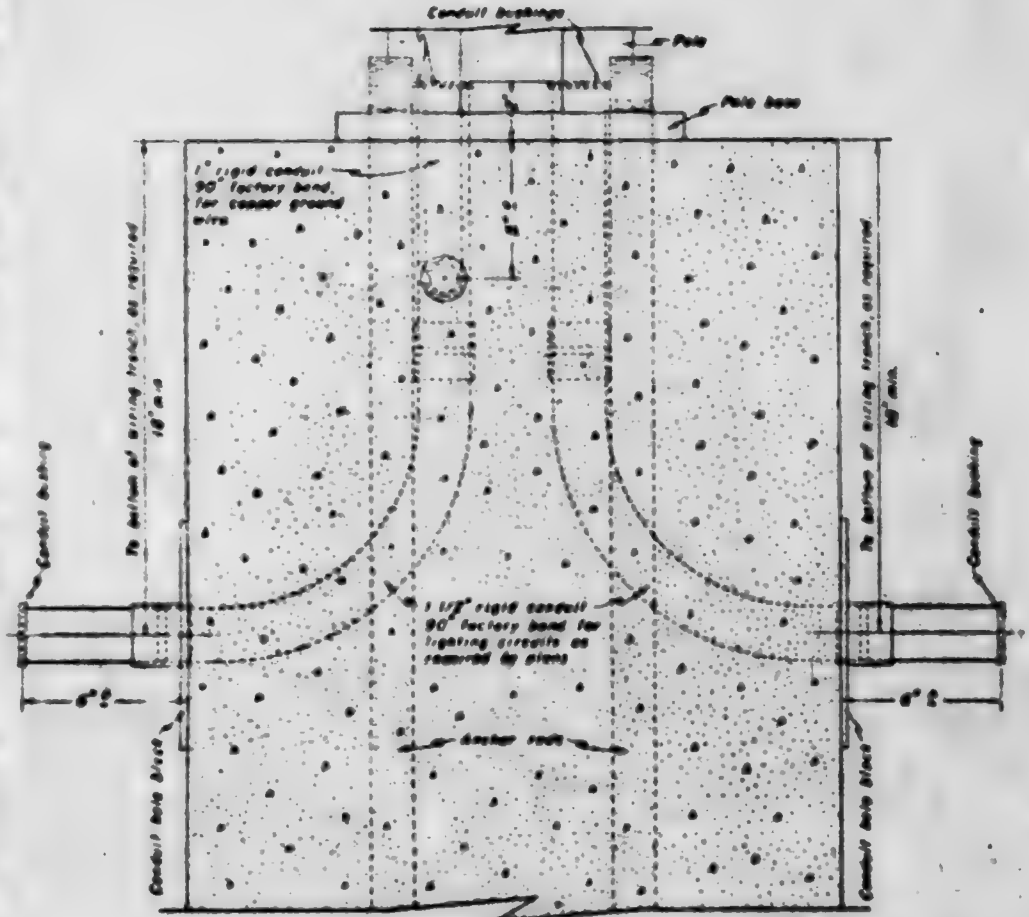
NOTE:
All parts to be galvanized. [illegible]

STANDARD UPSWEEP STREET LIGHT BRACKET ARM
6 Ft. min. - 20 Ft. max.

Arm Length	Lum. Max. Wt.	Max. Proj. Area
6 thru 20 ft.	75 Lbs.	3.3 sq. ft.

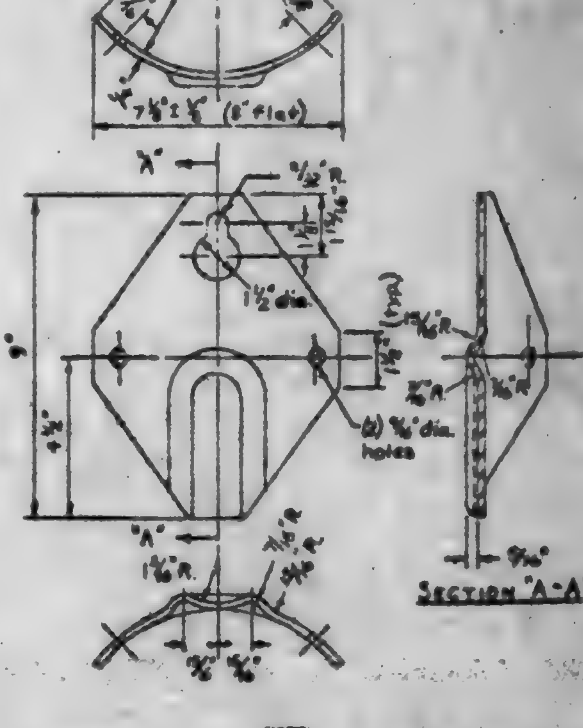
△ *Note:*
Luminaire supports shall be capable of resisting at yield strength of the material, without destructio[n] the loads developed by velocity pressure of at least 100 mph wind.

Supportive engineering data and/or acceptable test results are req'd. upon request.


Conduit bushings
Pole
Pole base
1" rigid conduit 90° factory bend for copper ground wire
To bottom of wiring trench, as required
18" min.
To bottom of wiring trench, as required
18" min.
Conduit bushing
Conduit bushing
1 1/2" rigid conduit 90° factory bend for lighting circuits as required by plans
6" ±
6" ±
Anchor rods
Conduit hole block
Conduit hole block

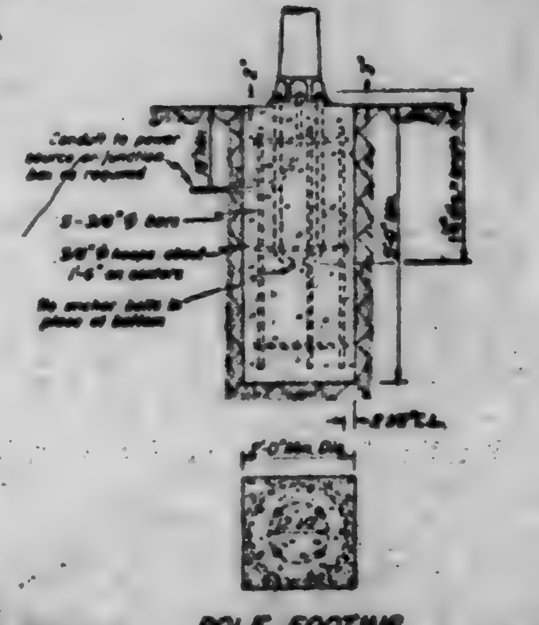
TYPICAL DETAIL OF ELECTRICAL CONDUIT IN POLE FOUNDATION

NOTE:
Conduit ends shall be sealed to keep out dirt during construction.


7 1/2" ± 1/2" (8" flat)
"A"
"A"
1 1/2" dia.
(2) 9/16" dia. holes
9"
SECTION "A-A"

NOTE:
Parts to be hot dipped galvanized after fabrication according to ASTM designation A 386-55T. Pole plate shall be constructed from mild steel.

POLE PLATE FOR WOOD POLES


Conduit to power source or junction box as required
5-3/4"φ bars
3/8"φ hoops about 1'-6" on centers
No anchor bolts in place at bottom

Pour the top of the base level and finish to match adjacent concrete curbs or walks. Top four inches formed square, remainder may be round or square. Finish corners with edging tool if not in walk or paved area.

POLE FOOTING

Anchor rods shall be galv. to ASTM-A123 and shall be of ASTM-A354, Grade BC steel.

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL [illegible]
FOR EXAMPLE:
INDICATED SCALE 1/4"=1'-0"
SHOULD BE READ 1/8"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

TY

APPROVED:
BRIDGE ENGINEER

DESIGNED	RMD
DRAWN	RDS
CHECKED	
REVIEWED	
REVIEWED	
CALC. BOOK	

DATE	REVISIO
△ 10/26/77	Added Note

#9472

8

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 25, 1978

RECEIVED
TECHNICAL SERVICES
APR 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

Re: Field Test Report
Siskiyou Truck Escape Ramp
South Ashland-California State
Line Section
Pacific Highway (I-5)
Jackson County
Refer: HB-OR

Attached is a copy of your draft field test report marked up by our Design Section where they believed appropriate to correct or clarify statements.

The report includes information on the mound testing at Camp Adair, the research on the bedding materials at the Siskiyou Ramp and the design, construction and operation of the Siskiyou Ramp as if it were all one experimental project.

The design, construction and operation of the Siskiyou Truck Escape Ramp was handled as a regular federal-aid interstate project. The design concepts, ramp location and configuration were not dependent or related to either of the two research projects.

The research project at Camp Adair was to identify the possible effects of transverse mounds on truck operations.

The research project at the Siskiyou Ramp was to identify friction factors to be used in future ramp design to predict stopping distances and to evaluate the effects of the transverse mounds. Two conclusions were reached from this research.

(1) The ramp was long enough to stop the design vehicle at 80 mph with a modest safety factor.

(2) The transverse mounds tended to cause the vehicle to bounce which could damage the steering mechanism. As the mounds were not needed, they should be deleted from the proposal.

The report states that the descending truck escape ramp should be considered as a possible alternate to the ascending ramp. I disagree with this conclusion and would recommend that the descending truck escape ramp should only be used when there was no reasonable choice.

One area that should be expanded is relative to tests run on other than the smooth bed. The work plan indicated that tests were to be made on various height mounds and on a terraced bed. It is not clear what tests were actually run before abandoning further tests on the mounds or what tests were run on the terraced bed before it was abandoned.

Comments from the Research Section will follow when they are available.

Very truly yours,

J. H. Versteeg
Engineering

JHV:jh
cc: E. S. Hunter

1472

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 7, 1978

In reply refer to: HB-OR

SUBJECT: Experimental Truck Escape Ramp Report

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services, Br, ODOT
Salem, Oregon
Attn: Mr. G. Beecroft

Attached are three draft copies of the subject report written by Jon Young of our office. These copies are being forwarded to you for your comments before preparation of the final report.

for G. L. Green

Attachments

RECEIVED
TECHNICAL SERVICES
APR 12 '78
REFER TO
Verstaeg w/2 enc.
4-12-78
✓

DRAFT

EXPERIMENTAL TRUCK ESCAPE RAMP

INTRODUCTION

Project I-F-5-I(91)000 is located in the Siskiyou Mountains on a section of Interstate 5 just north of the Oregon-California Stateline. The project calls for many safety improvements and includes an experimental truck escape ramp as a special feature.

The experimental nature of the escape ramp lies in being entirely constructed on a descending grade and comprised of an aggregate arrester bed. Truck escape ramps have normally been of the ascending type where gravity is the main force causing a runaway vehicle to stop. In many cases, gravel arrester bed was constructed up the center of the ramp. Although the gravel may have contributed slightly toward decelerating a runaway vehicle, its primary purpose was to hold the vehicle in place after gravity had caused the vehicle to stop.

This report presents the factors leading to the development of the Siskiyou experimental truck escape ramp, the testing procedures used to evaluate the ramp's effectiveness, and some preliminary results, findings, and recommendations. In addition the report includes information on the material requirements of the gravel bed material, the procedure currently in use to maintain the bed, and some instances of actual use of the escape ramp. Hopefully, the discussion will yield some insight to those people considering the use of a descending truck escape ramp as an alternative to the usual ascending type.

For consistency and the purpose of describing the features of the project, let us assume we are situated on I-5 near the Siskiyou Summit, approximately five miles north of the Stateline. This is the highest point on I-5 for many miles in either the north or south direction. Facing north and looking down the mainline, one can see hills rising off the left shoulder of the roadway and the terrain sharply dropping off to the right of the right shoulder. The existing 4-lane freeway is built on a 5.5% grade.

During the design stages of the project, the Highway Division considered several alternatives for obtaining an ascending truck escape ramp for northbound vehicles traveling the I-5 section north of the summit. One alternative was to build a huge fill on the right side of the road and subsequently construct the normal ascending ramp on that. A second alternative called for a "right -off" exit ramp leading from the right shoulder up and over the freeway and onto an ascending escape ramp located on the uphill terrain to the left of the freeway. A third alternative required reversing the direction of traffic on the travel lanes in the area of the escape ramp. Uphill vehicles would then be on the right side and downhill vehicles on the left side travel lanes of the roadway. A "left-off" exit would lead runaway vehicles into an ascending ramp again built into the natural terrain on the left of the roadway. All of these alternatives were rejected due to the excessive cost of either building extensive fill or constructing grade separation structures to provide access to an ascending truck escape ramp or due to traffic operations consideration.

Having exhausted the possibilities for a feasible ascending escape ramp, the State sought a method of safely stopping a high-speed, runaway (brakeless of nearly so) vehicle on a descending grade. They designed the descending ramp included in the project as a Category II Experimental Features Project under Federal-aid; the purpose of the experiment being to test the effectiveness of a descending ramp comprised of an arrester bed of granular material. The theory behind the arrester bed is to dissipate the runaway truck's energy through an exchange of momentum from the truck to the gravel bed.

The arrester bed is 1200 feet long, 26 feet wide,and 18 inches deep. It was constructed at the same 5.5% downgrade as the mainline and is tangent, located off the right shoulder of the downhill lanes. A 12-foot service lane (paved) separates the bed from the roadway shoulder and an oversized jersey-type barrier lines the right edge of the bed. Paved entry on the uphill end and paved return on the downhill end of the arrester bed is provided.

SITE SELECTION

The selection of the escape ramp location was guided by two factors; 1) a driver survey, and 2) economics. The Design section of the OSHD conducted individual interviews with 50 truck drivers traveling the route and who were thereby potential users of the planned escape ramp. The interviews were conducted at a Rest Area/Travel Information station located approximately five miles north of the summit. The results of the interview confirmed the need for the ramp and indicated that most of the drivers thought the proposed truck ramp should be located approximately four miles north of the summit.

The second factor guiding site selection was the economics of the existing fill in the area of the proposed ramp. The location four miles north of the summit would have required extensive cost to fill the right shoulder and enable construction of the ramp. However, a wider shoulder area was available just 3/4 mile farther north because of realignment of the roadway resulting from slide stabilization work in the area. Due to the availability of this fill and its proximity to the desired ramp location, this location was chosen for the escape ramp.

TESTING PROCEDURES

The State outlined its testing procedures for the ramp in the Work Plan for the experimental feature. Characteristics of the vehicle and ramp were varied in the tests in order to evaluate the truck escape ramp's performance. Among those characteristics varied were arrester bed configuration, vehicle type and loading, and vehicle entry speed to the ramp.

The arrester bed configuration tested included the smooth bed, the smooth bed with transverse mounds, and the terraced bed. Transverse mounds extended the width of the arrester bed and were to be tested at heights of 1', 2', 2½', progressively, should the previous, lower heights be tested satisfactorily. Three one-foot mounds at approximately 35-ft spacing were the starting point for testing the trucks' reactions to the mounds. A typical mound is illustrated in Figure 1.

The terraced bed utilized gravel in place for the level bed arranged in a step-like manner such that the forward face was at a grade of approximately 3.5% as compared to the 5.5% of the level bed's surface (see Figure 2). The first step was located at 0+20 with the next three steps at approximately 50-foot spacing. Steps were approximately one foot high.

Vehicle configuration was limited to either a single unit dump truck (five cubic yards) or a semi unit tractor with a flat bed trailer. Vehicle loading was limited to the loaded and unloaded condition, that is, the dump truck was filled with gravel in the loaded condition amd emptied for the unloaded condition. A flexible water bladder was attached to the flat bed trailer and filled with liquid to obtain the loaded condition for the semi unit. Vehicle weights are indicated in Table 1.

Vehicles were run at nominal speeds of 25 mph, 40 mph, and 55 mph upon entry to the ramp. The nominal speed was established as closely as possible by the driver. Actual speeds were detected by the two radar units, one placed at the beginning of the ramp and one placed approximately at the midpoint of the ramp's length. The former recorded the vehicle's speed while the latter served as a check on the first. Two runs were executed for each test.

CONSTRUCTION DETAILS

Typical cross sections of the escape ramp were illustrated in Figure 1. Approximately 60 percent of the arrester bed was built on A.C. pavement of an old roadway alignment, and the remaining 40 percent was built on a new pavement to facilitate the drainage of water out of the granular bed material and into drain pipes. The length, width, and depth of the arrester bed were based on a combination of theory, potential runaway speeds, and research of existing ramps in other states and in Oregon.

The Special Provisions of the project required that the aggregate material of the arrester bed be clean, uncrushed natural gravel conforming to the following:

(a) Durability - The source material from which the arrester bed gravel is obtained shall meet the following qualifying test requirements:

TEST	TEST METHOD	REQUIREMENT
Degradation:		
Passing No.20 Sieve	OSHD Standard	30% Max
Sediment Height	OSHD Standard	3" Max
Abrasion	AASHTO T96	30% Max

(b) Sand Equivalent - The arrester bed aggregates shall have a sand equivalent of not less than 68 when tested in conformance with OSHD Standard Test.

(c) Soundness - When aggregates are subjected to five alternations of the Sodium Sulfate Soundness test, AASHTO T 104, the weighted percentage of loss shall be not more than 12%.

(d) Grading Requirements - The arrester bed aggregates shall conform to the following grading requirements:

Sieve	Percentage by Weight Passing
3/4 "	100
1/2 "	25-50
3/8 "	0-15

(e) Shape Factor - Not more than 12% of the aggregate particles may exceed a maximum dimension to minimum dimension ratio of 2. (The Special Provisions described the test method to be used to determine the percent of Elongated and Flat particles).

(f) Crushing Requirement - The arrester bed aggregate shall be uncrushed natural gravel complying with the following natural fractured face requirement:

Percent naturally fractured faces - 10% Max

Samples were taken and tests were made on the gravel available from three possible sources in the area of the project. Lab results showed that approximately 50% of the 3/4-3/8 material exceeded the maximum dimension to minimum dimension ratio of 2, exceeding the 12% allowable. By changing the size specification and deleting the shape requirement, the State engineers felt that the aggregate obtained would have suitable energy absorbing characteristics and concurrently allow better drainage through a reduction in fine material. Thus the shape requirement was deleted and the following grading requirement was adopted:

Sieve	Percentage By Weight Passing
3/4"	100
1/2"	0-15
1/4"	0-5

MAINTENANCE

The truck escape ramp will initially be maintained using a grader with a 25-foot extension attached to it. The grader will run on the service lane pavement with the extension of 25-foot "w" guardrail section actually leveling the arrester bed gravel. Leveling will be run uphill to carry the gravel to its original position and avoid migration of gravel downhill. Some hand work seems inevitable. The district engineer has issued these directions to the maintenance supervisor on an interim basis. Should the procedure prove unsatisfactory, a new procedure will be devised.

The Maintenance Division will depend on State police, maintenance crews, and the wrecker service for notification of the ramp's usage.

PRELIMINARY MOUND TESTS

Before the tests on the truck escape ramp were conducted, a study at Camp Adair (located near Salem, Oregon) was conducted using transverse mounds[a] on level pavement to evaluate the effectiveness of gravel tranverse mounds on truck deceleration. The height,length, shape, number,and spacing of mounds were varied in a total of 23 runs to determine the configuration of mounds desirable for use on the truck escape ramp.. In addition, two gradations of gravel and one of shredded rubber tires (3/4"-1¼") were tested as the construction material for the mounds.

Raw data for these tests are available and the vehicles' deceleration rates for the different tests can be compared. However, the primary determination made by State engineers was that the gravel transverse mounds had a somewhat violent and damaging effect on the front end of trucks. The damage was caused by the trucks' impacting into the mound and/or the mound causing the trucks to "ramp" up and over the mound and subsequently impact onto the level pavement. Of the 23 runs, 10 resulted in truck damage such as bent tie rods, bent axles, a broken battery hold-down, a broken shock absorber mounting, and a bent steering wheel. It should be noted that several of the damaged trucks were "repeaters" - those which were damaged in a previous test, then repaired well enough to be used in a subsequent test.

Because the gravel bed might cause trucks to react differently to the mounds than when atop hard level pavement, the mound configuration was kept in the testing procedures, with added caution to be exercised during the gravel bed tests.

FINDINGS

Testing of the Siskiyou truck escape ramp was conducted during a week of November, 1977. Weather was generally cloudy and cool, with frost conditions in the morning of one test day. A total of 38 runs were made using three 5-cubic yard trucks (two Ford and one Dogde) and one semi-trailer (IHC).

During the tests the stopping distance was measured to the front axle of the vehicle, but was adjusted to the center of gravity of the vehicle in subsequent calculations of the coefficient of rolling friction, F, for three speed ranges of vehicles entering the smooth arrester bed (no transverse mounds). F values are presented in Table 1. Ranges of entering speeds are indicated because of the variable nature of driver and vehicle in obtaining the desired nominal speeds of 25 mph, 40 mph, and 55 mph. A "best fit" straight line was fitted to the test data and extrapolated to project F values for 80 mph.

TABLE 1 — F VALUES (Approximately corresponding stopping distance in brackets)

Entering Speed (MPH)	25-38	38-42	50-55	80
VEHICLE				
Truck Empty (12,700 lbs)	.343 (70)	.316 (200)	.302 (410)	.260 (1040)
2 Axle Loaded (26,400 lbs)	.385 (60)	.359 (180)	.355 (340)	.322 (800)
Semi Empty (28,800 lbs)	.308 (80)	.283 (230)	.277 (450)	.240 (1150)
5 Axle Loaded (49,200 lbs)	.306 (80)	.299 (220)	.282 (440)	.258 (1050)

The findings which follow were made by the State's Materials Section engineers and were based on the preliminary test results, on observations of the vehicles' behavior and on interviews with the the truck driver.

1. The coefficient of rolling friction appears to be dependent on vehicle speed (entering the ramp) and vehicle load. The F value appears to decrease as entering speed increases. For each vehicle type and a given entering speed, the coefficient seems to increase as vehicle load increases.

   By extrapolation it appears that an empty truck or semitrailer with an entering speed of 80 mph will stop approximately 1100 feet into the bed. Similarly, it appears that a fully loaded vehicle will stop approximately 900 feet into the bed.

2. The aggregate bed should be as smooth as possible. The transverse mounds cause bouncing and some loss of control of the vehicle and have the potential for damaging the vehicle. In one test a fully loaded single-unit truck was driven into the bed comprised of 1-foot high transverse mounds. The run resulted in the truck pitching and veering into the Jersey Type barrier retaining wall. This result, in hand with the Camp Adair test results, convinced the engineers that further tests with higher entry speeds and larger mounds should not be run. The engineers recommended abandoning the plan to use transverse mounds as energy dissipators.

   The test of the terraced bed indicated practically no change in stopping distance compared to a flat bed, and thus the terraced bed design was also dropped.

3. One test was run at 25 mph using a single-unit truck entering the

smooth bed with the right wheels in the aggregate bed and the left wheels on the paved service road. The right wheels "grabbed" and caused the truck to be pulled quickly into the bed, causing some loss of driver control. After the left wheels entered the bed, the truck tended to straighten out and the driver had slight steering control. The engineers recommended that signing should be provided to clearly designate the ramp entrance and assure that runaway vehicles enter the ramp only at the entrance and with front wheels concurrently.

4. Steering control was possible but was minimal once the vehicle was in the bed. It is doubtful that a vehicle could completely return to the pavement under its own power. Hold down anchors were designed and installed at 300-foot intervals in the paved service road to provide anchors for tow trucks retrieving runaway vehicles from the aggregate bed.

The resident engineer indicated that the construction of the truck escape ramp, including the arrester bed and the extra-large concrete Jersey Type barrier wall, posed no new or unique problems to existing construction methods or practices. He did, however, have some suggestions for improving various parts of the ramp's design.

1. The existing design utilizes perforated drain pipes under the aggregate bed to drain water from the bed. The pipes are backfilled with sand filter material, however, the sand does not transport water quickly enough to the perforated pipes and results in water ponding and draining from the side of the bed. The resident engineer recommends a larger size aggregate (possibly pea gravel) be used to backfill the pipes.

While seemingly a minor problem, proper drainage of the bed must be provided for and maintained because of the ramp's location in a high elevation subject to substantial rainfall, low temperatures, and snow, ice, or frost. Sufficient amounts of ice, frost, or ponded water could possibly render the aggregate bed ineffective.

It should be noted that frost did form in approximately the top 1" of the aggregate bed during one night between test days. The tests of the ramp started on schedule and the engineers observed that the trucks' tires appeared to have no problem in breaking through the frosted layer of gravel.

2. The oversize Jersey-Type barrier is backfilled to within six inches of the top of the barrier. The truck driver of the test vehicles and the resident engineer suggest that the backfill be raised to above the top of the barrier. The driver feels that this will provide some psychological benefit towards developing other drivers' confidence in the ramp as a whole.

CURRENT REPORTS

The escape ramp was opened for use in February 1978. At the time of this writing, several occurrences of use and misuse had been reported. The few incidents of proper use indicated that runaway trucks were stopping safely in the arrester bed, however, the reports have been incomplete with respect to vehicle weights and speeds, and comparision to the test data has been difficult. It appears that the trucks stopped in the ramps in distances less than estimated, but this would be expected if the trucks were of similar configuration to but higher loading than those tested. It should be noted that the State is continuing to study the test data to better evaluate the effect of wheel or axle loading, total number of axles, or total loading on the stopping distance and coefficient of rolling friction.

The predominant reason for a few reported cases of misuse has been confusion between the truck ramp signing and signing for the Rest Area which is located just beyond the truck escape ramp. In one case, the driver of a motor home pulled into the arrester bed expecting to find the rest area (the "rest area" sign is near the escape ramp "next right" sign). In another case, a Volkswagen became stranded in the bed after being driven in for a driver change. In still another case, a piggyback truck was stranded after being driven into the bed for a brake check. The current signing is temporary (the project is still under construction but shut down for the winter) and will be improved with the construction of permanent signing. This is a special case where the escape ramp and rest area are located within 1/2 mile of each other. It is felt that most confusion would be non-existent in the more common situation where a rest area would not be situated so close to an escape ramp.

The use of the ramp is being documented by the Maintenance district responsible for this section of I-5. Their reporting form includes date, time, type equipment, stopping distance to front bumper, estimated speed, visible damage to vehicle, cost to repair ramp, and a comments section. This should aid in determining if the arrester bed is functioning as designed.

SUMMARY

Based on the testing and recent use of the ramp, several conclusions can be drawn:

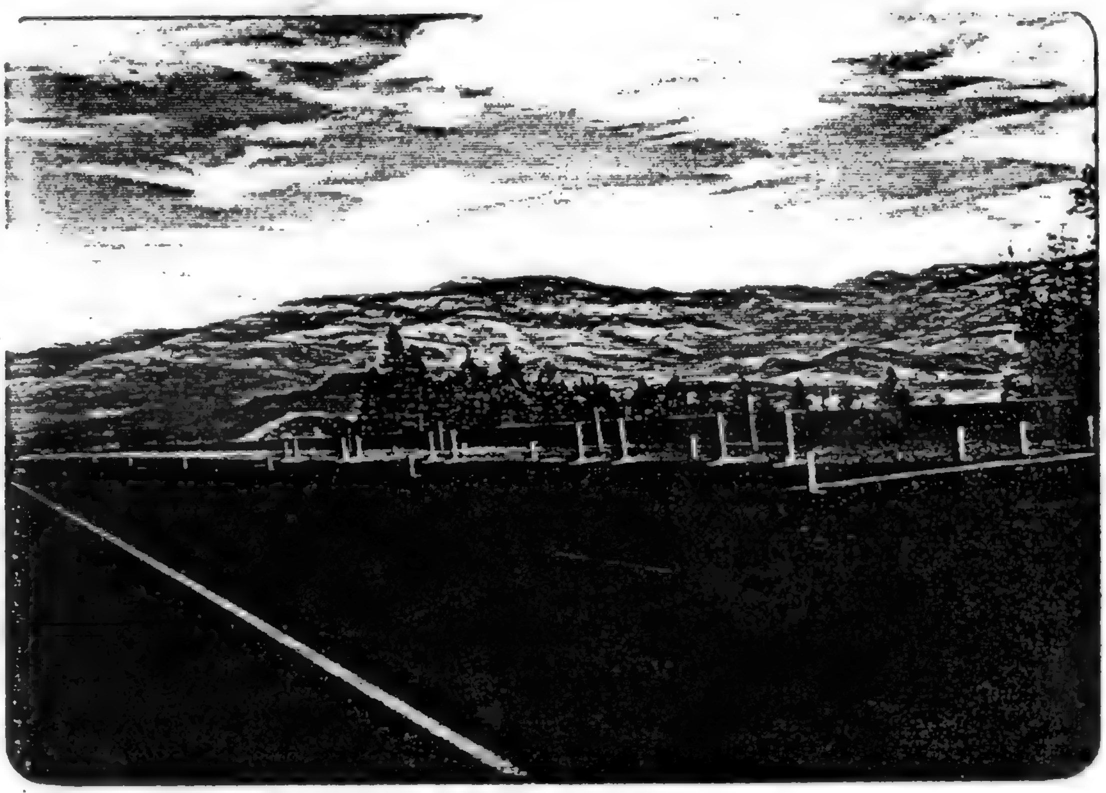
1. The ramp tests indicate that the smooth arrester bed 1200 feet long

on the 5.5% grade is estimated to be adequate for vehicles and loads of the type tested entering the bed up to 80 mph.

2. Tests and recent use indicate that the smooth arrester bed can decelerate vehicles safely and without damage.
3. The entrance to the arrester bed should be clearly signed in advance of the ramp to ensure uniform entry to the ramp.

The descending truck escape ramp comprised of the arrester bed of granular material should be considered as a possible alternative to the ascending ramp. Consideration should be given not only in situations where the terrain prohibits the use of an ascending ramp, but also in areas where an ascending ramp can be built. The cost effectiveness of constructing a descending ramp in such a situation needs to be addressed.

1.

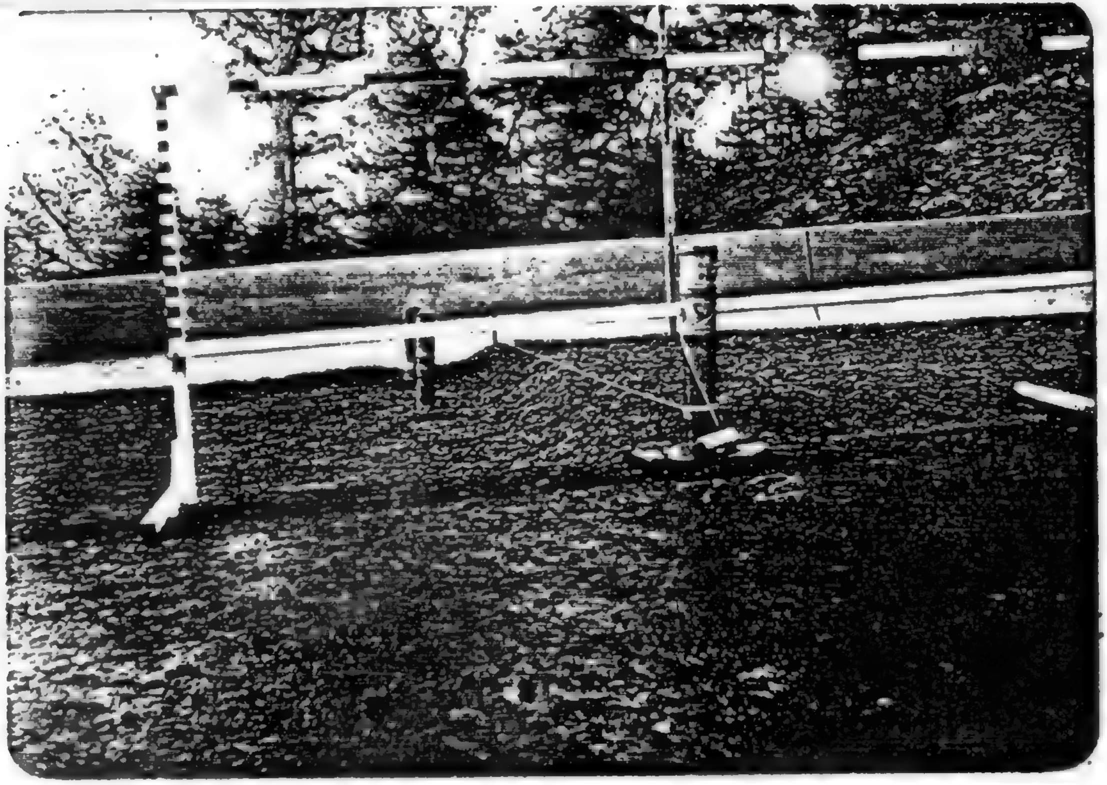


1. OVERALL VIEW OF THE TRUCK ESCAPE RAMP WITH SMOOTH ARRESTER BED.

2.

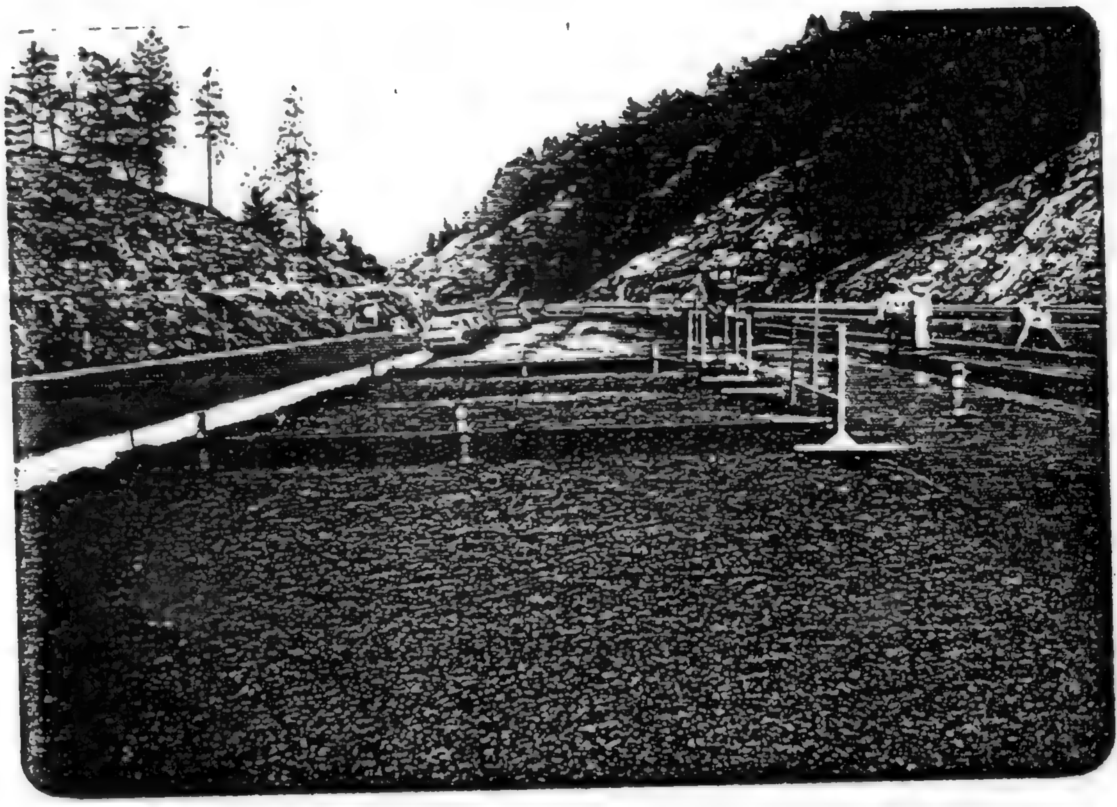
2. SMOOTH BED WITH 1-ft HIGH TRANSVERSE MOUNDS, 12' SERVICE LANE, OVERSIZE JERSEY-TYPE BARRIER

3.



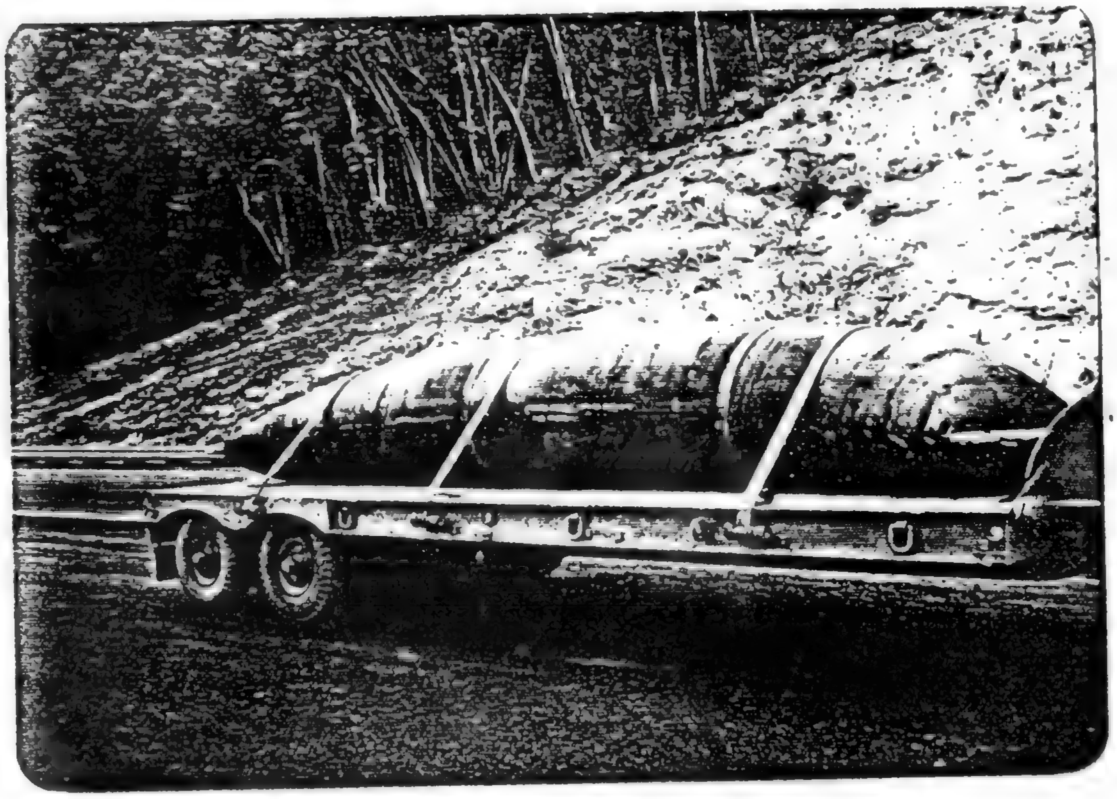
3. TERRACED BED PROFILE

4.



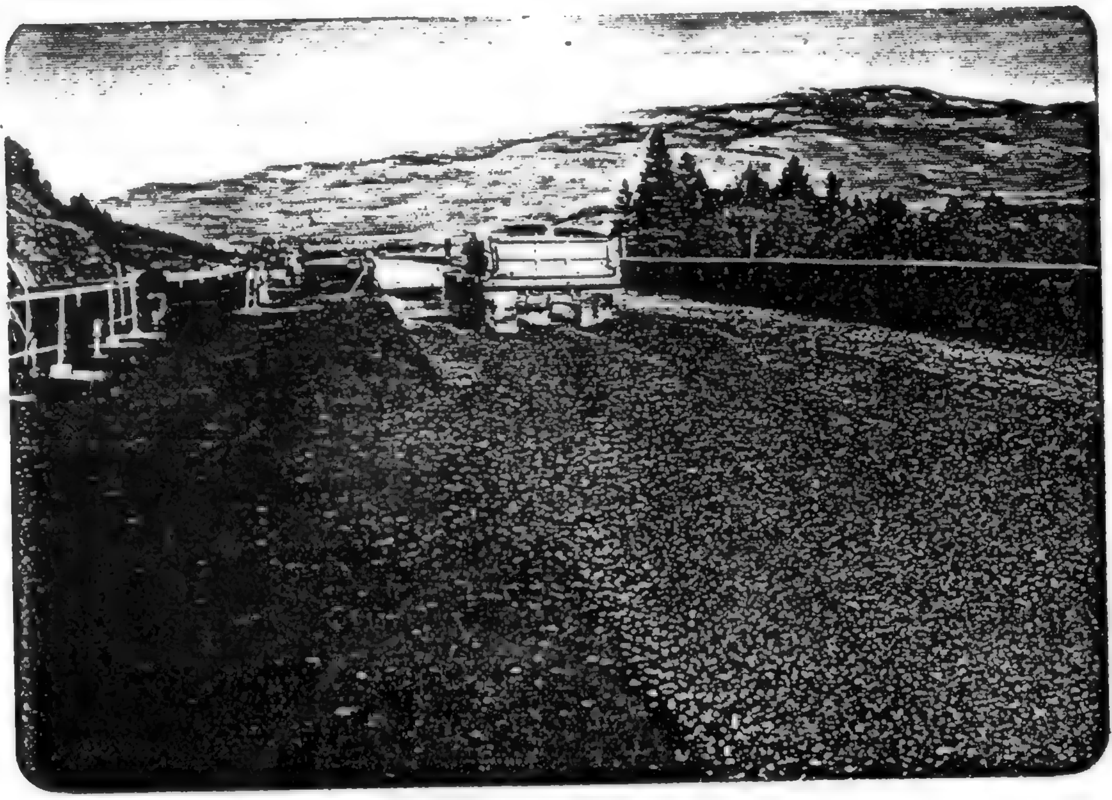
4. TERRACED BED

5.



5. FLATBED TRAILER WITH LOADED BLADDER.

6.

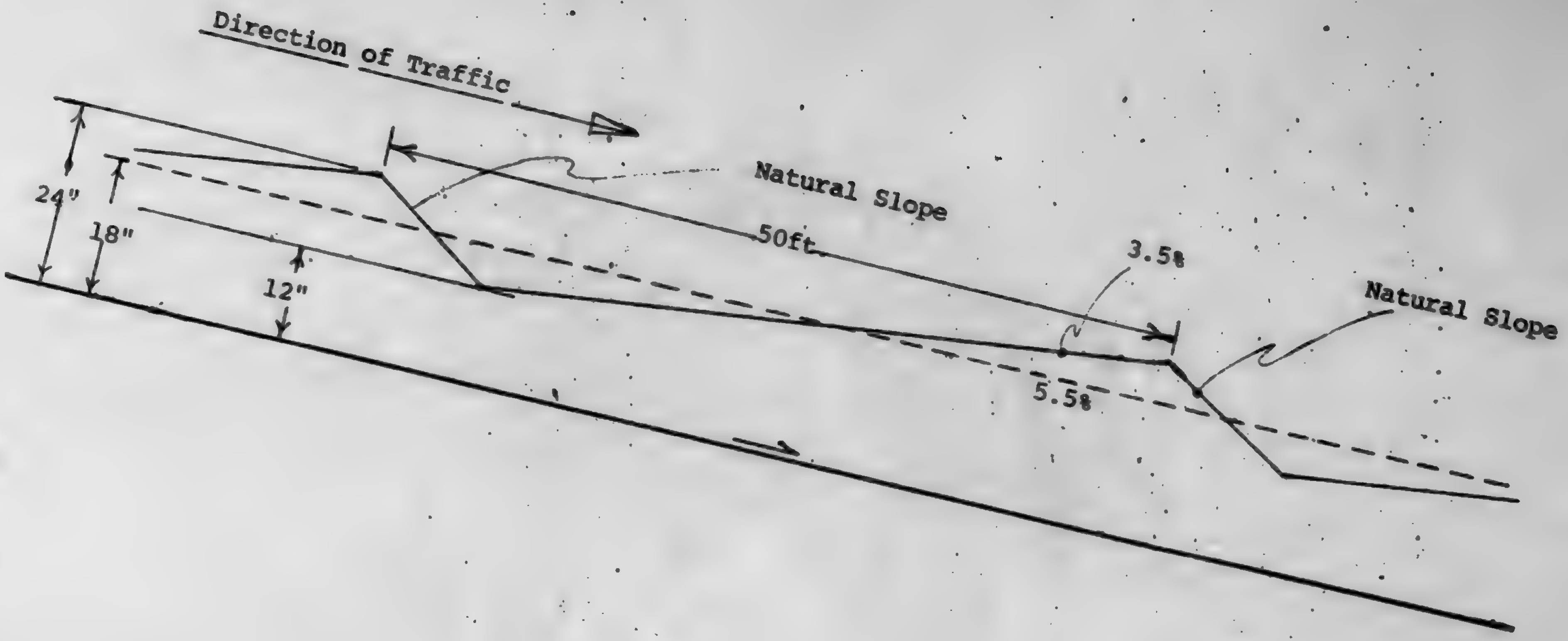


6. SINGLE UNIT TRUCK TEST AT 25 MPH WITH RIGHT WHEEL ENTRY.

7.

7. GRADER WITH W-BEAM GUARDRAIL ATTACHED FOR LEVELING OPERATION.

FIG. 2: TERRACED ARRESTER BED
(not to scale)


Direction of Traffic
Natural Slope
50ft.
24"
18"
12"
3.5%
5.5%
Natural Slope

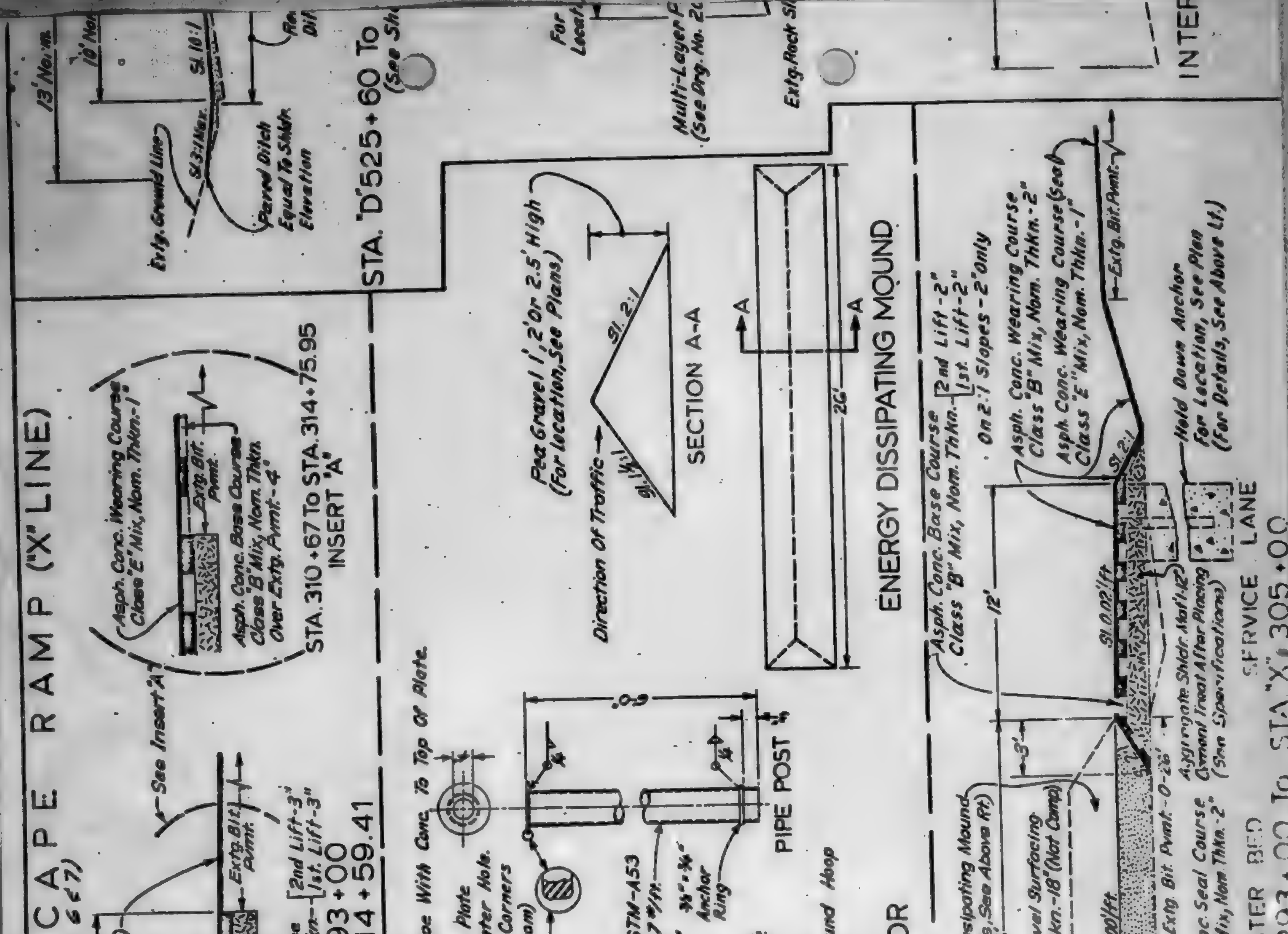

TRUCK ESCAPE RAMP ("X" LINE)
(For Location See Shts. 6 & 7)
STA. "X" 287+00 To STA. "X" 293+00
"X" 305+00 To "X" 314+59.41
STA. 310+67 To STA. 314+75.95
INSERT "A"
See Insert "A"
Variable
Asph. Conc. Wearing Course (Seal) Class "E" Mix, Nom. Thkn.-1"
Profile Grade
Sl. As Directed
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.- 2nd Lift-3" 1st. Lift-3"
Extg. Bit. Pvmt.
Aggregate Shldr. Mat'l.-12" Cement Treat After Placing (See Specifications)
Conc. Median Barrier (Pin And Hook) (Drg. No. 2127)
1' Min.
Sl. 1½:1
Embankment
Asph. Conc. Wearing Course Class "E" Mix, Nom. Thkn.-1"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. Over Extg. Pvmt.-4"
Extg. Bit. Pvmt.
STA. "D" 525+60 To
(See Sh
Extg. Ground Line
Sl. 3:1 Max.
Sl. 10:1
Paved Ditch Equal To Shldr. Elevation
13' Nom.
10' Nom.
Multi-Layer P (See Drg. No. 2
Extg. Rock Sl
CONSTRUCTION NOTES:
Top of Footing May Be Hand Troweled To Approximate Configuration Shown.
DESIGN NOTES:
Footing Designed To Resist A Horizontal Pull Of 20 Kips. Footing May Be Established In Natural Soil Or In Compact Fill Material.
Top 12" Of Pipe Shall Be Hot Dip Galvanized.
Class 3300-1½" Conc.
Direction Of Traffic
PLAN
ELEVATION
HOLD DOWN ANCHOR
Finish Grade
6" Std. Pipe ASTM-A53 Grade B @ 18.97 #/ft.
6-#4 Hoops x 3'-0" Spaced At About 12" Ctrs. As Shown
6" Std. Pipe @ 18.97 #/ft. See Detail At Right
6-#4 Bars x 10'-0" Equally Spaced Around Hoop
NOTE: Fill Pipe With Conc. To Top Of Plate.
10" Dia. x ½" Thick Plate With 4" Dia. Center Hole. Grind Outer Corners (Top And Bottom) Thusly.
¾" x ¾" Anchor Ring
PIPE POST
6'-0"
Pea Gravel 1', 2' Or 2.5' High (For location, See Plans)
Sl. 2:1
Sl. 1½:1
SECTION A-A
ENERGY DISSIPATING MOUND
26'
A
ARRESTER BED
SERVICE LANE
STA "X" 293+00 To STA "X" 305+00
Special Conc. Barrier (For Drg. No. See Sht. 1)
Profile Grade
Energy Dissipating Mound (For Details, See Above Rt.)
Pea Gravel Surfacing Nom. Thkn.-18" (Not Comp.)
Sl. 0.00'/ft.
Sl. 0.02'/ft.
Extg. Bit. Pvmt.-0-26'
Asph. Conc. Seal Course Class "B" Mix, Nom. Thkn.-2"
Aggregate Shldr. Mat'l.-12" Cement Treat After Placing (See Specifications)
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. 2nd Lift-2" 1st. Lift-2"
On 2:1 Slopes-2" Only
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Asph. Conc. Wearing Course (Seal) Class "E" Mix, Nom. Thkn.-1"
Extg. Bit. Pvmt.
Hold Down Anchor For Location, See Plan (For Details, See Above Lt.)
Special Wall Backfill (For Drg. No. See Sht. 1)
Aggregate Shldr. Mat'l. Nom. Comp. Thkn.-6"
Embankment
Var. 26'-0
12'
5'
8"
2'
INTER

FIGURE 1: Arrester bed details. Reproduced from Project I-F-5-1(91)000 plans.

#8472

9

March 31, 1978

Mrs. Maria Thompson
276 Perrydale Ave.
Medford, OR 97501

Dear Mrs. Thompson:

I am pleased to tell you that new advance warning signs both at Siskiyou Summit and further down the north slope were installed March 20-21.

Curve Symbol signs with appropriate advisory speed riders are new and have been in place since the freeway was originally constructed. There are seven of these on the curves that require signing. Speed 55 signs, as well as advance warning signs for the truck escape ramp, are also in place.

ccpt 4-5-12
Jra

Information I have received indicates the accident you referred to resulted from the truck jumping out of gear, so signing was apparently not a factor.

As a part of the current reconstruction project, we have included a large brake check area at the summit for trucker's use to determine the condition of both brakes and tires.

You might be interested to know that we have had 14 documented uses of the truck escape ramp by runaway trucks since it has been open for use. We agree with you that another escape ramp further up the hill would be desirable, but the rough terrain makes construction very difficult and costly. We are, however, pursuing the concept of a ramp shorter than the existing one that possibly could be constructed at a higher location.

We appreciate your interest in public safety and that you took the time to forward your recommendations.

Sincerely,

H. S. Coulter
State Highway Engineer

JXW:cw ia

bc F. B. Klaboe
R. L. Schroeder
Alfred Shirley, Jr.

Mr. Scott Coulter 3-22-78

Trans. Bldg.
Salem, Ore. 97310

①

Last week we helped pull a young truck driver out of the twisted wreckage of his truck, he was badly injured but thank God he pulled through.

He was driving north on I5 about 10 miles into Oregon down from the Sis Pass! He was young and probably inexperienced and he needed help - the kind only you have the power to give. He needed some road signs telling him what to expect on the northbound side of Sis Pass. He needed to know there are dangerous curves, a certain % grade for x amount of miles.

Please rush - every hour truck drivers are going over that pass and unsuspectingly getting into driving situations that they can not get out of, by the time they are into the down grade they are going too fast - dangerous curves come up suddenly, their brakes start burning and they are in real trouble and so is everyone on the hill. We talked to a man, his face drained of all its color, the truck this young man was driving was hauling a steam shovel and it broke loose - tore out the center guard-rail and was heading for this man as he sat there helpless. He had blood on his face from some object flying through his windshield. Please rush Temporary signs today

Thank God you are there and have the means to do this.

Marie Thompson
276 Perrydale Ave.
Medford, Or. 97501

The new truck escape ramp is too far down the hill

RECEIVED
STATE HWY ENGR
MAR 23 '78
REFER TO
Shirley
FOR
Info Inves R/D O/R Sign Act File

"following it with care... and
And he said the United States
messenger to both Arabs and
ng periodic bulletins on the
message from Israeli Prime
"almost simultaneously" with
ce said.

rt Canal pact

On the eve of the vote on the
treaties, three more senators
yes" on the pact — apparently
hin two votes of victory.
Mass., joined Democrats Don
Russell Long of Louisiana in
I tally of senators stands at 65
wo leaning toward opposition.
ratify the neutrality pact, 67

e 12B.

n panel sworn in

Bob Straub today swore in the
mmission investigating the Ore
ssion, charging them "to ex
LCC and make recommends
o that agency the faith and
Oregon."

ats found dead

o male goats from the famed
e goats were found beheaded
female goat was sight

ff's office said the animals ap
week with a high powered
hopped off with an ax and of
the killers took the heads as

llapses

three-story section of wall
, which is being demolished,
sending a cloud of dust over a
town Portland.
ght down, fell about 6:25 p.m
hether the wall had fallen ac
down deliberately.

rael's invasion

— Egypt today condemned
ebanon as a "spectacular ag
ruct the road to peace" but
push ahead with efforts for

Dudley Thompson

Photo by G. Kardel

Rescuers carry truck driver from wreckage following accident in Ashland area which blocked Interstate 5 for about 40 minutes Tuesday.

Driver of runaway truck seriously injured

ASHLAND — The driver of a runaway truck was critically injured Tuesday afternoon on Interstate 5 about a half mile from a truck escape ramp, state police reported today.

The accident blocked southbound lanes of the freeway for about 40 minutes, police said.

The driver, Bernie Nelson Wood, 26, Dallas, Texas, was in satisfactory condition this morning at Ashland Community Hospital. He was suffering head injuries and a broken collar bone, hospital authorities said.

He was said to be improved today but he remained in the hospital's intensive care unit.

Troopers said Wood was driving a truck and flatbed trailer loaded with a large diesel shovel northbound on the highway when the accident occurred at about 5:30 p.m.

The vehicle slipped out of gear as it was coming down the grade and the driver was unable to slow the rig, police said. The report said the vehicle struck the inside guard rail, causing the shovel to fall into the southbound lanes.

The truck then crossed over to the right side of the roadway and overturned, troopers said.

A vehicle in one of the southbound lanes, a Winnebago motor home driven by David A. Burns Jr., Seattle, Wash., was struck in the windshield with a chain binder thrown from the truck.

The southbound lanes were blocked until equipment from the state Highway Division and Ashland Body Shop pulled the shovel to the side of the freeway.

The truck and trailer were to be removed from the side of the highway today. The truck was registered to a Dallas heavy equipment firm.

After crash which killed six

Radio beacon still shut off

President Carter.

Vance said officials were "following it with care... and want to see what happens." And he said the United States was acting in the role of a messenger to both Arabs and Israelis. Carter was getting periodic bulletins on the fighting and had received a message from Israeli Prime Minister Menachem Begin "almost simultaneously" with the start of hostilities, Vance said.

Related story on Page 9A.

Three more support Canal pact

WASHINGTON (UPI) — On the eve of the vote on the first of two Panama Canal treaties, three more senators said today they will vote "yes" on the pact — apparently bringing supporters to within two votes of victory.

Sen. Edward Brooke, R-Mass., joined Democrats Donald Riegle of Michigan and Russell Long of Louisiana in support of the pact. The UPI tally of senators stands at 65 in favor, 28 against and two leaning toward opposition. Five still are undecided. To ratify the neutrality pact, 67 votes are needed.

See earlier story on Page 12B.

OLCC investigation panel sworn in

SALEM (UPI) — Gov. Bob Straub today swore in the members of his special commission investigating the Oregon Liquor Control Commission, charging them "to examine all phases of the OLCC and make recommendations" that will "restore to that agency the faith and confidence of the people of Oregon."

Two Mt. Nebo goats found dead

ROSEBURG (UPI) — Two male goats from the famed Mt. Nebo herd of wild Angora goats were found beheaded Tuesday afternoon and a wounded female goat was sighted by deputies.

The Douglas County sheriff's office said the animals apparently had been shot last week with a high powered rifle. The heads had been chopped off with an ax and officers said it was possible the killers took the heads as trophies.

Section of wall collapses

PORTLAND (UPI) — A three-story section of wall from the old Portland YMCA, which is being demolished, collapsed Tuesday evening, sending a cloud of dust over a three-block section of downtown Portland.

The wall, last to be brought down, fell about 6:25 p.m. Workmen refused to say whether the wall had fallen accidentally or been brought down deliberately.

Egypt condemns Israel's invasion

CAIRO, Egypt (UPI) — Egypt today condemned Israel's invasion of south Lebanon as a "spectacular aggression" that could "obstruct the road to peace" but said Cairo nevertheless will push ahead with efforts for an Arab-Israeli settlement.

Dudley Thompson

Rescuers carry truck driver from wreckage following accident in Ashland area which blocked Interstate 5 for about 40 m

Driver of runaway truck seriously

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A vehicle in one of the southbound lanes, a Winnebago motor home driven by David A. Burns Jr., Seattle, Wash., was struck in the windshield with a chain binder thrown from the truck.

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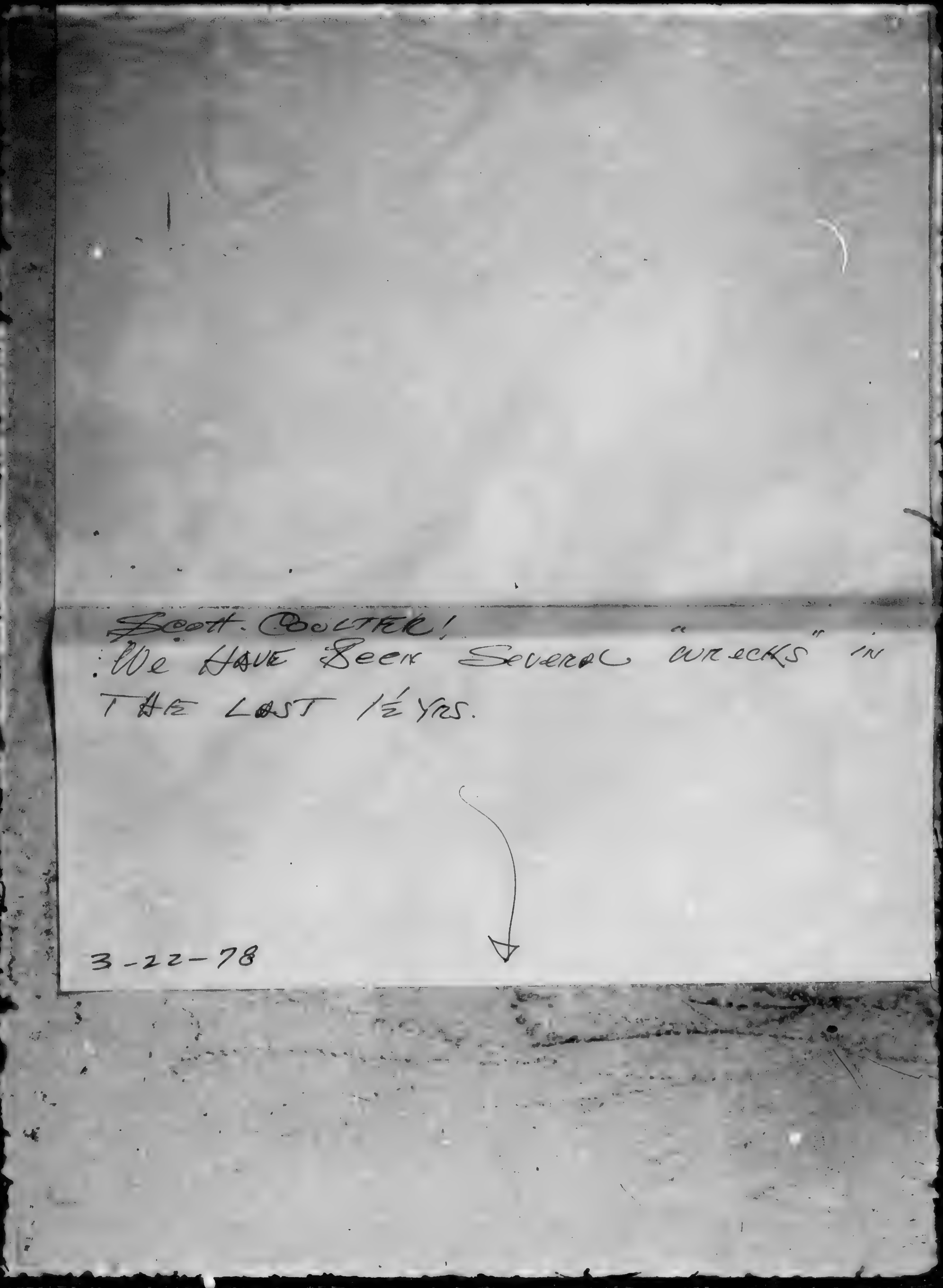
After crash which killed six

Radio beacon stil



Scott. COULTER!
We HAVE Seen Several "wrecks" in
THE LAST 1½ YRS.

3-22-78

8472
Form 81-734-3200

STATE COPY 9

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.Ashland Interchange-California Line
Date March 21, 1978
Highway Pacific
Contract No. 8472
County Jackson
Prefix 615-1086
Contractor S.D.Spencer and Son
F. A. Project No. I-F-5-1(91)00
Address 4614 N.E. 72nd Avenue, Vancouver, Washington 98661
Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

FURNISH AND INSTALL TWO ONLY ILLUMINATED CANTILEVER SIGN MOUNTS.

APPROVED EFFECTIVE DATE 3-27-7
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner G. K. Hossner
TITLE Field Operations Engineer
DATE 4-17-78
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

RIGHT OF NORTHBOUND STATIONS 300 AND 303

Estimate of quantities and cost:

ELECTRICA L WORK	$8,500.00
MATERIALS	$12,000.00
LABOR & EQUIPMENT	$ 2,500.00
	$23,000.00 TOTAL

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The contractor has requested this to be done on an extra work basis and although he has had the information for several months, he is not ready to agree on the monetary amount to do the work as a price agreement. By doing the work under an E.W.O. the signs can be installed at an earlier date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $7,018,828.68
Present estimate of project costs, including $23,000.00 for work under this order $7,018,828.68
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

RECEIVED
STATE HWY ENGR
APR 19 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Submitted by Wm H. Maude Wm.H.Maude
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended
Regional Engineer

Approved O. B. Jackmond
For Construction Engineer
3-27-78

SP*78601-734

8472

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-14-78

FEDERAL AID PROJECT NO.
-F-5-1(91)00

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70010

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Interstate 5
11-23-76	12-16-77	STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"South Ashland Interchange -California State Line"

GENERAL DESCRIPTION OF WORK:
Furnish Material, Manufacture and install median barrier delineation.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXX
XXXXXXXXX ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-16-77, as requested in Mr. Keasey's letter of 2-28-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for TEC NTE $1,600, Federal funds $1,500.

Swan

NOTED
F. B. KLABOE

DATE 3-14-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8472

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 14 - 78

FEDERAL AID PROJECT NO.: F-5-1(91)00

STATE PROJECT NO.: See Below

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70010

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 1-23-76	DATE AUTHORIZATION ~~EFFECTIVE~~ 12-28-77	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

South Ashland Interchange - California State Line

GENERAL DESCRIPTION OF WORK:

Furnish and install temporary traffic control for truck escape ramp.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
XXX ☒ CONSTRUCTION - PROCEED ON ~~AWARDED~~
~~CONTRACT OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-28-77, as requested in Mr. Keasey's letter of 2-28-77 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for TEC NTE $1,733, Federal funds $1,600.

NOTED
F. B. KLABOE

Swan
3-17

DATE 3-14-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8472

Salem, Oregon
March 8, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Proposed Chain-up Area
S. Ashland-California Line Section
Pacific Highway
Jackson County

Attention: Bryant Jackmond

Reference is made to letters from J. J. Gix to C. T. Keasey, dated January 13, 1978, and W. H. Maude to J. J. Gix dated January 11, 1978, copies of which are attached for your reference.

This office concurs in the need for such a chain-up area. We also agree with the proposed design concept except as follows:

1. The existing 2" A.C. shoulder and 4" of the existing 18" base rock should be removed to provide for a minimum 6" A.C. and 14" stone base (per C. Gregg, March 6, 1978).

2. The 16' chain-up area should have a maximum pavement slope of 0.02'/ft. to provide a safer environment under the slippery conditions.

3. The total estimated cost would be approximately $80,000 including engineering.

We are retaining the field notes and data submitted should you wish Final Design to prepare contract plans.

WHS:ab

✓ Vandeeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

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MAR 0 9 1978
ENGINEERING SECTION

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OREGON STATE HIGHWA   CON 3

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 13, 1978

FROM: JAMES J. GIX
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Proposed Chain-Up Area
S. Ashland-Calif. Line Sec.
Pacific Highway
Jackson County
Contract No. 8472

Attached you will find copies of an estimate and typical cross section for a chain-up area for southbound traffic on Interstate 5 south of Ashland. This work was proposed in the location phase of the project, but was dropped when it appeared not feasible to build an off-ramp to Siskiyou Blvd. at the South Ashland Interchange.

We definitely need the widening as traffic stops on the travel lanes and is a potentially dangerous situation. On the south end, California has a widened area of this type that is being used. We discussed with Tom Lowe, FHWA Area Engineer, and he concurs in the need and applicability to this project. We would need to extend the northerly project limits to include this work. This could be our last chance to include in F.A. safety project.

Please advise if you concur and we will prepare necessary State Force Order while programming change is made to add to this project.

jjg/cw
Attach.

cc R. L. Schroeder
Wm. Maude
George Thornton

1
2 JAN 16 1978
CONSTRUCTION SECTION

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✓ Cole Samplo
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BY FINAL DESIGN ENGINEER
Ed ... & Discuss

4-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Medford
January 11, 1978

FILE:

Wm H. Maude

FROM: Wm.H.Maude, Resident Engineer

TO: Jim Gix, Region Construction Engineer

SUBJECT: Proposed Chain-up Area
S.Ashland Int-California Line
Contract 8472

Attached is data for a proposed shoulder widening in the area of the South Ashland Interchange as requested.

The proposed design is for a sixteen foot wide shoulder (widen the existing shoulder from ten feet to sixteen feet) with fresh aggregate shoulder material and two inches of asphalt. The ditch line would remain at the same location and the shoulder rock slopes for the widened area would be 3:1. Due to the railroad and interchange structures, the chainup area would have to be in two sections. This will require additional signs for the first area, either post mounts or possibly temporary mounts when needed.

It is proposed that a luminaire be added adjacent to the point that the chain detail personnel normally stand, for his protection. Also proposed is the installation of a G-1M inlet in the median to solve an oversight from a previous project.

Additional widening of the roadbed was felt to be quite expensive as at least the southerly one thousand feet would have to be drilled and shot. It was also felt that with a sixteen foot paved shoulder, the 6:1 rock slopes could be dispensed with.

The cost estimate submitted is from the District Engineer for the work to be done by state forces. I could not reach the project superintendent to see if they could do the work. It is doubtful that the contractor would be interested because his paving equipment and trucks are no longer on the project.

WHM/sh

ROSEBURG REGION
RECEIVED
JAN 12 1978

RE	RME	[illegible]	OE	TE
RUE	DES	RSR	FILE	
ENV	FAE	RSI		

COST ESTIMATE
PROPOSED CHAINUP AREA SOUTH BOUND LANES
S. ASHLAND INTERCHANGE

ITEM	QUANITY		COST	6"AC
Base rock	1000 yds.cu.		$ 5,752.00	$7000
A.C. pavement	300 ton 2"(6'wide)	6"(16'wide)	6,600.00	$52,800
Equipment	All		910.00	4,000
Inlet, G-1M	1 only		410.00	500
Illuminare	1 only		1,000.00	1,000
Perm. signing	All		400.00	400
Temp. dir. and prot. of Traffic	All		200.00	5,000
	Total		$ 15,272.00	
				70,700
		+ Eng & Cont		9,300
				$ 80,000

FINAL DESIGN
UNIT
MAR 8 1978
DESIGN SECTION

8472

des 9-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

March 3, 1978

FROM: John C. Jenkins
Engineer of Materials & Research

JJ

SUBJECT: Siskiyou Truck Escape Ramp,
Pacific Hwy., Jackson County

TO: George T. Thornton
District Engineer

We have reviewed your report form, and it looks very good.

There are a couple of modifications that we would suggest adding. Column 3 might be subdivided, and columns for number of axles and vehicle length added. Number of axles is probably of more interest than vehicle length, but at lower to moderate speeds, the relative result for travel into the bed for a short 3-axle configuration might be significantly different than the result for a long wheel base 3-axle truck. In Column 6, we would suggest adding Front Axle so that all measurements would be consistent. In the last column, the title block might be expanded and other comments included. For example, "Remarks: Driver Comments, Unusual Circumstances, Lost All Breaks, Lost Part Breaks, Vehicle in Gear, Weather, Adequacy of Signs, etc."

JCJ:gs

cc: J. H. Versteeg ✓
Alfred Shirley, Jr.
R. L. Schroeder
Carl Hiatt

1 Versteeg ✓
Christensen
George
2 Olson ad.
Terpin
Sullivan
Scott
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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Medford, Oregon
February 27, 1978

FILE: MAI-12
Calif State Line to
Jct. Hwy 63

For

FROM: George T. Thornton
District Engineer
Medford, Oregon

TO: J. H. Versteeg
Road Design Engineer
Salem, Oregon

SUBJECT: Siskiyou Truck Escape Ramp
Pacific Highway
Jackson County

Anticipating that someone would be requesting the information noted in your letter of February 21, 1978, to Mr. Shirley this office had a rough draft report worked up regarding vehicles using the Siskiyou Truck escape ramp.

The report form will be revised to include all items requested and it will be submitted through channels to the various interested departments each three months.

GTT/ms

CC: Alfred Shirley, Jr.
R. L. Schroeder
John Jenkins
Carl Hiatt
Attachments

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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looks good – asked Maude to send reports as they happen for a few months

Page____

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. 1 M.P. 9.85

____ 1978 to ____1978

Time Used	Type Vehicle Semi, Trk & Trl , Car, etc.	Est. Vehicle Gross Wt.	Est. Vehicle Speed	Distance Travelled	Why was Ramp Used, Brake failure, Vandalism, etc.	Ramp Repair Cost	Visible Vehicle Damage	Remarks: Driver comments or unusual circumstances.

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. 1 M.P. 9.85

_____ 1978 to _____ 1978

Date	Est. Time Ramp Used	Type Vehicle Semi, Trk & Trl., Car, etc.	Est. Vehicle Gross Wt.	Est. Vehicle Speed	Distance Travelled	Why was Ramp Used, Brake failure, Vandalism, etc.	Ramp Repair Cost	Visible Vehicle Damage	Remarks: Driver unusual circumst

des 9-5

Salem, Oregon
February 21, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Siskiyou Truck Escape Ramp

Alfred Shirley, Jr.
Region 3 Engineer

Two runaway trucks in the ramp within the first week is quite a surprise. As we understand the ramp saved the second truck from possibly causing a serious accident on the freeway.

Apparently the ramp worked better than expected. The stopping distance in the arrester bed was less than many of the trucks reported in the ramps at Emigrant Hill (I-80N) and Heather Station (Willamette Highway) and which have 10% to 17% upgrades.

Due to the uniqueness of the Siskiyou escape ramp it would seem desirable to maintain a record of its use. Some of the information that we would like if available is:

(1) Truck speed

(2) Truck weight

(3) Truck description (no. of axles, etc.)

(4) Distance truck penetrated arrester bed (to front bumper)

(5) What was the problem?

(6) Driver and interviewer comments or suggestions.
Maybe some kind of "interview form" would be appropriate?

I would appreciate your comments on this proposal.

MK:jh

RECEIVED
FEB 22 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Turpin___
___Sullivan___
___Scott___
___Savage___

___Trout___
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Bring Up___/___/___
Action___

8472 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 17, 1978

FILE:

NOTED
H. S. COULTER

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Siskiyou Truck Escape Ramp

TO: MEMO TO THE FILE

Vern Neiswanger of Bill Maude's office telephoned and advised that the facility was opened at 2:30 pm on Monday, February 13.

Late Sunday (Feb. 12) or early Monday (Feb. 13) a truck went through the barricades, hit the arrester bed slightly offset, moved into the center of the bed and stopped at 158 feet. Speed was reported at 55 mph, no weight or truck description was given. Wrecker did not use an anchor, did some spinning, and tore up AC a little.

A little after noon on Wednesday, February 15, a runaway semi went straight into the bed and stopped in 215 feet. Driver reported 65 mph and smooth stop. Truck weight was 80,000 pounds. Fuel line broken - either going in or coming out. Wrecker used anchor - no problems. Driver suggested we need more warning signs, possibly at 2-1/2 miles and 1-1/2 miles. Present signs (3) are at 1/2 mile and closer. Driver knew the ramp was there but not sure where. Stated that there would have been an accident if the ramp hadn't been there. He was coming up to traffic he couldn't get through.

Vern said that he had passed the request for more signs on to Region.

ADO:jh
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
D. H. Moehring
L. E. George

RECEIVED
STATE HWY ENGR
FEB 21 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8472

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February [illegible] 1978

FILE: CON 5

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Overlay Project
S. Ashland Int.-Calif. State Line
Jackson County

TO: J. H. Versteeg
Head of Engineering

Today we received a copy of J. E. Backstrand's memo concerning plans to overlay structure No. 9184 (Neil Cr. Rd. O'xing). As we discussed the other day, there are portions of this section that may not justify an overlay.

We do agree that it is logical to program a complete overlay as that could be the most severe possibility. Subject to a review after the major snow season has passed (mid-March to April 1), we feel that the overlay should not need to extend beyond the Neil Cr. structure on the north and Bear Gulch on the south end. Since we assume the Iowa Overlay will be left bare at Siskiyou Station and Colestin Road, we feel it would be logical to taper the overlay to avoid any work at Neil Cr. as well.

We are currently working towards locating an aggregate source and will advise when we have a firm prospect.

jjg/cw

cc Walt Hart
Wm. Maude

1 Versteeg
2 Christensen DC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 07 1978
ENGINEERING SECTION

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BY FINAL DESIGN ENGINEER

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. Duane O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: January 27, 1978

SUBJECT:
Neil Creek Road Oxing
S. Ashland Intch.-Calif. State Line Sec.
Jackson County
Bridge 9184

For the reconstruction of the current overlay work on the subject structure, removal of the top 3/4" "E" mix overlay and replacement with 1" of asphaltic concrete overlay is recommended. Extreme care must be taken when removing the asphaltic concrete to protect the existing bridge deck waterproofing membrane.

No other bridge decks in this section are to be altered or overlayed.

JEB:dh

cc Alfred Shirley
George Hopkins
Jack Sullivan

ROSEBURG REGION
RECEIVED
FEB - 1 1978
SNV FAE RBI

81-125-1387

8472

January 6, 1978

Mr. R. L. Clevenger
District Engineer, District #1
Colorado Division of Highways
18500 East Colfax Avenue
Aurora, Colorado 80011

Attention: Mr. J. A. Tasset

Gentlemen:

As you requested the following information is enclosed on the Siskiyou Truck Escape Ramp.

1. Partial construction plans showing the alignment and profile data of the existing freeway.
2. Partial construction plans showing truck escape ramp details.
3. Copy of John Jenkins', Engineer of Materials & Research, recommendations for arrester bed aggregate.
4. Copy of weather details in the area.
5. The following comments on rolling resistance are from a report by Gordon Beecroft, Research Engineer.

> "The coefficient of rolling resistance used as a guide in checking the preliminary plans of the Siskiyou Escape Ramp was 0.2. Though the actual factor is expected to be higher this is considered to be a reasonable "worst case" if the bed becomes silted up or if it has a frosty crust.
>
> "Measurements on the Emigrant Hill Ramp (I-80N near Pendleton) provided an average coefficient of .258 after eliminating values that appeared to be unreasonably high. When all values were included the average coefficient was 0.31."

I might add that Tennessee design calculations use a rolling resistance of 0.3 for pea gravel and 0.1 for crushed stone.

In December a number of tests were conducted on the partially completed Siskiyou Truck Escape Ramp. A final report on this test project is expected to be completed in about six months. At that time we should have more accurate information on rolling resistance and stopping distances.

We hope this material will be of value to you.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

MK:jh
Enclosure
cc: Gordon Beecroft
Mr. Duward Vernon, Design Engineer
Department of Highways
4201 East Arkansas Avenue
Denver, Colorado 80222

8472

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 3, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. I-F-5-1(91)00
S. Ashland Intch. - California Line
P.A. #10

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I approve PA #10 as submitted by Mr. Keasey's October 3, 1977 letter and further explained in his October 18,1977 letter.

It has been an acceptable practice to reach firm agreement concerning quantum and other matters before starting work on contractor proposed changes. Our advanced approval to start the work was based on the understanding that a 17½ cents per cubic yard credit would be paid by the contractor. Therefore, our participation will be limited to a full 17½ cents per cy credit regardless of any future negotiations concerning quantum.

G. L. Green
for

RECEIVED
STATE HWY ENGR
NOV 4 '77
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Att File

orig. to

#8472 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 27, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No I-F-5-(91)00
South Ashland-California State Line
Pacific Highway I-5
Jackson County
Project Assessment - Addendum

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 26, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

CC:
ODOT (Potter, Env Sec)
ODOT (Laux,Proj Mgmt & Oper)
OSHD (Reg 3, Engelmann)

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STATE HWY ENGR
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[illegible] D/R [illegible] Act File

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: October 12, 1977

In reply refer to: HB3-OR

SUBJECT: Oregon Project I-F-5-1 (91)00
S. Ashland Int. - California Line

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter

Mr. Keasey's October 3 memo requested my approval to P.A. No. 10 which allows the use of an alternate waste site as requested by the contractor for the credit of 17½cents per c.y. ($10,500.00).

Apparently two P.A's were signed by the contractor - One showing a credit of 17½ cents per c.y. and another stating a lesser or no credit. Mr. Keasey indicates the possibility of a claim regarding the credit amount.

Will you please further explain your concern about the claim and the rather unusual procedure of issuing to the contractor two agreements with different "quantum" for the same work.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR

OCT 13 '77

REFER TO Keasey
FOR

orig

Info	Inves	R/D	D/R	Sign	Act	File

8472

Routing
Keasey K
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Wackmond
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SECTION

8472

8

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 10, 1977

FILE: ~~TRA~~ 3-3

Kipp D. Osborn

FROM: KIPP D. OSBORN
Regional Traffic Engineer

TO: C. T. Keasey

SUBJECT: Supplemental Report
Vehicle Accidents Observed
or Investigated by Employees

Herewith a Report of Motor Vehicle Accident Observed or Investigated by Employees, Form E-589, for a fatal/xxxxxxxxx accident which occurred at M.P. 10 on the Pacific Highway, (Date 10-1-77).

It is judged that the condition or design of the highway was not a contributing factor in this accident, therefore, a supplemental report will not be submitted.

KDO/cw
Encl.

11-2-77
copies to:
Jack Sollis (Pictures too)
H. S. Coulter

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO

FOR						
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Form [illegible]

8472

TRA 3-3

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☑ FATAL
☐ NON-FATAL

Date of Accident 10-1-77
Time of Accident 9:30 (A.M. or ~~P.M.~~)
Name of Driver
Name of Deceased (if any)
Date of Field Investigation 10-1-77
County Jackson
Highway Name Pacific
Highway Number I-5
Route
General Location On Ramp of S.S. Q Rest Area
Mile Post
Posted Speed 45

Check Appropriate Items:

Type of Culture
_ Heavy
✓ Moderate
_ Light
_ None

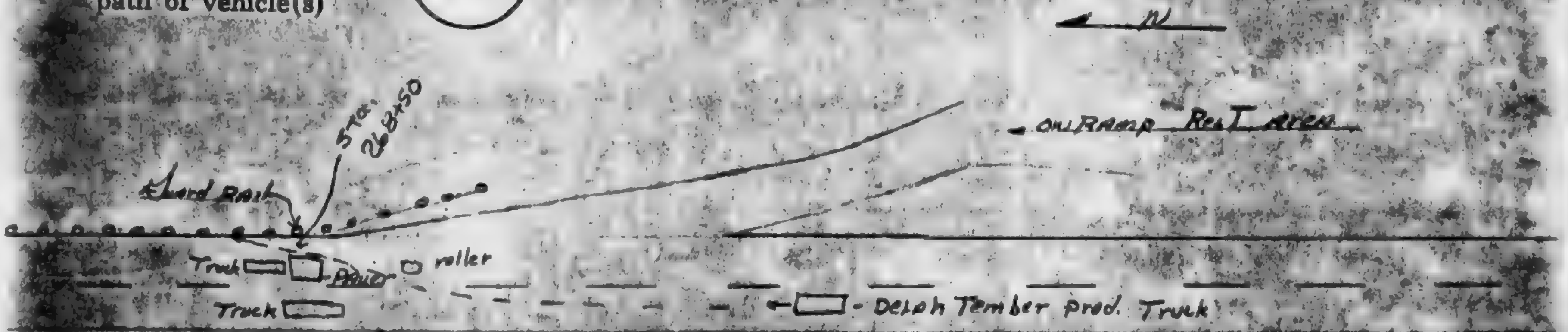
Surface Condition
✓ Dry
_ Wet
_ Snow or ice
_ (Other)

Grade (in direction of Vehicle's travel)
_ Level
_ Hillcrest
✓ Approx. 6 % descending
_ Approx. _ % ascending

Lighting
✓ Daylight
_ Dawn or Dusk
_ Darkness Illum.
_ Darkness, non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions



Description of Accident: The Delph Truck was Travelling Downhill in the N.B. Lanes. Several asphalt Trucks were sitting at the upper end of the S.S. Q Rest area. The Drivers said the Delph Truck hit several Cones as he passed them. As he approached the paving operation the Driver made a motion to the left and then to the Right. He crossed the Fresh pavement with approx 50' Between the paving mach. & the Roller. As he crossed the new asphalt he attempted to veer to the left and Proceed down the Right

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

(over)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Division Engineer
District Engineer

Investigator Charles Fuller

Title Insp.

5-20-70

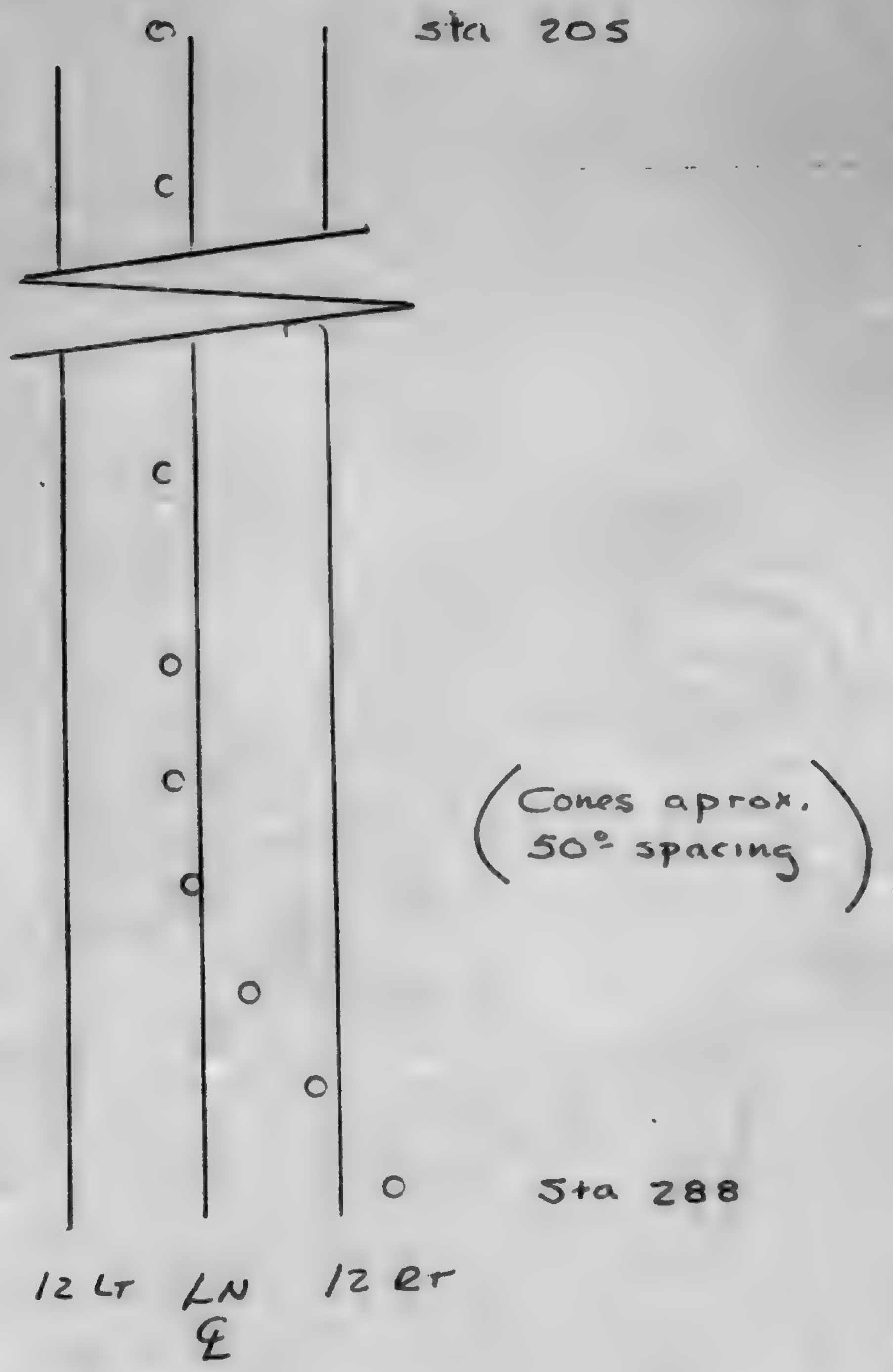
SP*32503-734

Hand Child. As he swerved his Trailer load shifted causing Both Tractor and Trailer to Roll over onto The Right side landing upside Down on The guardrail.

All signs and cones were as plans. A Flagman at summit stoping All Trucks letting Them know about paving and lane closure Down The Hill. Also a Flagman at OFF Ramp of Rest Area.

S. Ashland Int. - Cal Line
Cont. 8472
FA# IF 51(91)00
Contractor: SD Spencer

Signing & cones
LN @ time of
accident 10-1-77.


sta 205
(Cones aprox. 50° spacing)
Sta 288
12 LT
LN ℄
12 RT

Aprox. Sta.	Signs LT & RT	
290	◇	Transition Sign
295	◇	RT Lane Closed Ahead
298	◇	Const. Speed 45
302	◇	Rd. Const. Ahead

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON

☒ FATAL ☐ INJURY ☐ PROP. DAMAGE Dept. State Police City ______ County Jackson Page 1 of 3 Pages

Case No.	1. ACCIDENT INVOLVED: ☐ One Other MV ☐ Two or More MV's ☐ Pedestrian ☐ Motorcycle ☐ Bicycle/Tricycle ☐ Fixed Object ☒ Non-Collision	☐ Animal ☐ Other ☒ City, County, State Property Damaged Describe: Guard rail	COMPUTER ENTRY: Persons ☐ Booking ☐ Vehicle ☐ LEDS ☐ Crime ☐ NCIC ☐ Property ☐
Classification:			ACCOMPANYING REPORTS: Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution:

Do Not Write In This Space

2. Date Occurred: 10-01-77
3. Time Occurred: 9:34 ☒ AM ☐ PM
4. Reported Date: 10-01-77
5. Reported Time: 9:34 ☒ AM ☐ PM
6. Location of Occurrence (Route No. or Name): I-5 (Northbound)
7. At Intersection of (Route No. or Name): - - - - - - - - - - - - - - - - N
8. If not at Intersection: 243 ☒ Feet ☐ Miles N ☒ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) On ramp Siskiyou Rest Area
9. Mile Post: 10
10. 4 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City: Ashland

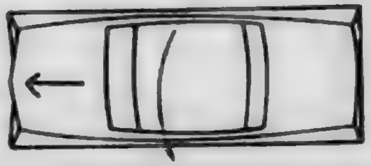
INJURY CODE: (Mark the first one that applies)
K — DEAD BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

SEAT BELT CODE: None Installed - O; Lap Installed - L, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

UNIT No. 1 - MOTOR VEHICLE

DR	11. FULL NAME (Last) (First) (Middle): MEYER, LARRY LEE	Computer #	12. Address: 2442 David Lane, Medford, Oregon	13. Sex: M	14. Race: W	15. D.O.B.: 11-25-41	16. Seat Belt: L	17. X EJ.: X	18. Inj.: K
19. Operator License No.: 2847156	20. Issuing State: Oregon	21. Type (Specify): Chauffeur	22. Residence Phone: 535-6189 / 23. Business Phone: 826-2671	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
Seat	24. Occupant's Name	Computer #	25. Address and Phone	26.	27.	28.	29.	30.	31.
	32.		33.	34.	35.	36.	37.	38.	39.
	40.		41.	42.	43.	44.	45.	46.	47.

48. Owner's Name and Address: DELAH TIMBER PRODUCTS, 7905 Agate Road, White City, Oregon
49. Odometer Reading: 172982.5
50. License No.: Y009714 / Z008847
51. License State: Oregon / Oregon
52. License Year: 1977 / 1977
53. Veh. removed by/to: Ashland Auto Body, 7905 Agate Rd., White City
54. Vehicle year: 1975 / 1965
55. Make: Western Star / Fruehauf
56. Model:
57. Body Style: Tractor / flat bed tlr
58. Color: Blue/white / Black
59. Damage Scale: R&T-7



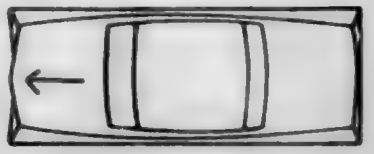
60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc. R&T-5 Trailer

Is Vehicle Drivable? ☒ Yes ☐ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR	61. FULL NAME (Last) (First) (Middle)	Computer #	62. Address	63.	64.	65.	66.	67.	68.
69. Operator License No.	70. Issuing State	71. Type (Specify)	72. Residence Phone / 73. Business Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
Seat	74. Occupant's Name	Computer #	75. Address and Phone	76.	77.	78.	79.	80.	81.
	82.		83.	84.	85.	86.	87.	88.	89.
	90.		91.	92.	93.	94.	95.	96.	97.

98. Owner's Name and Address
99. Odometer Reading
100. License No.
101. License State
102. License year
103. Veh. removed by/to
104. Vehicle year
105. Make
106. Model
107. Body Style
108. Color
109. Damage Scale



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.): No action taken
112. Primary Cause
113. Secondary Cause

Reporting Officer(s)	Prec./Div.	Relief/Shift	Assn./Dist.	R/C Times	ARR:	CLR:	Approved by:
Stanley H. Eskotter, Tpr. 457-31							D 10-5-77

Form 735-46 (12-76)

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☒ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	148'		☒ YES ☐ NO	None
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	0		Describe: Traffic cones and signs	INJURED TAKEN TO:
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	Unk.			BY:
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55			
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES:

NAME ESKOTTER, STANLEY H. RES. ADDRESS & PH. Oregon State Police, 2700 N. Pacific Hwy., Medford, Ore.
TOWE, JACK DAVIS 1090 Ellen Dale, #17, Medford, Oregon, 773-1890

NAME TUCKER, LESLIE ELVIN RES. ADDRESS & PH. Hot Springs Camp Ground, #16, Ashland, Ore., 482-3776

DRAW SKETCH: INDICATE NORTH (By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

This accident occurred on a four lane Interstate highway constructed of asphalt running in a north-south direction. The scene of the accident is under road construction in the northbound lanes. Fresh oiled asphalt is on the right hand lane, northbound traffic is funneled into the left hand lane by orange traffic cones, traffic signs are posted on both sides of the roadway, 1248' prior to the construction location. At the location of the accident, the roadway travels in a steady down grade in a straight line. Approximately half way through the construction area, the center divider is raised concrete then continues with a steel guard rail. The right hand shoulder also has a steel guard rail starting from the Siskiyou Rest Area northbound on ramp. At the time of the accident, there were three construction vehicles on the newly surfaced roadway, two road rollers operating in front of each other approximately 100' in distance, on stationary paving machine approximately 45' north of the last road roller in the right hand lane.

Unit #1 was northbound on I-5 at approximately 63 MPH in the right hand lane. Writer observed Unit #1's brake lights being activated, but the vehicle was unable to slow down prior to entering the construction area. Unit #1 drove over the traffic cones which were closing off the right lane then continued to the right shoulder to avoid construction equipment, but lost control and started to swerve crossing over between both road rollers located in the right hand lane then crossing back to the right hand shoulder rolling his vehicle over on the right hand guard rail. The driver was ejected from the unit and located on the right hand guard rail with his trailer on top of him.

At approximately 9:40 AM, Corporal Dukes was notified and responded to the scene to assist writer in taking photographs and measurements. At 9:50 AM, Dr. Kearns was notified, but did not respond to the scene. At 9:55 AM, Tpr. Chambers arrived to assist with traffic control. 10:25 AM, Litwiller Ambulance transported the deceased to the Litwiller Funeral Home in Ashland. At approximately 10:45 AM, Gerald J. Drolinger, assistant manager of the Delah Timber Products arrived at the scene and advised that the logs and equipment over the embankment which had come off of Unit #1 would be removed the first of the week.

Three rolls of black and white film were taken at the scene and forwarded to Headquarters for processing. DMV teletype #0037 and Headquarters teletype #0036 were sent. Relatives of the deceased were notified by Tpr. Chambers.

Witness #1 states in substance the same as the narrative of the report.

Witness #2 stated in substance that he was southbound in the right northbound lane operating a road roller when he observed Unit #1 pass on the right shoulder at approximately 65 MPH then cross into the right lane to avoid

SUPPLEMENTAL, IF REQUESTED:

another road roller just north of Witness #1. Unit #1, after passing the second road roller on the left side of the right lane, continued northbound with the back trailer swerving, crossing back to the right hand shoulder, rolling over onto the steel guard rail. Witness further advised that driver of Unit #1 was unable to use the left hand lane due to the slow moving traffic.

Witness #2 stated in substance the same as Witness #1.

The highway department was notified of damage to the guard rail.

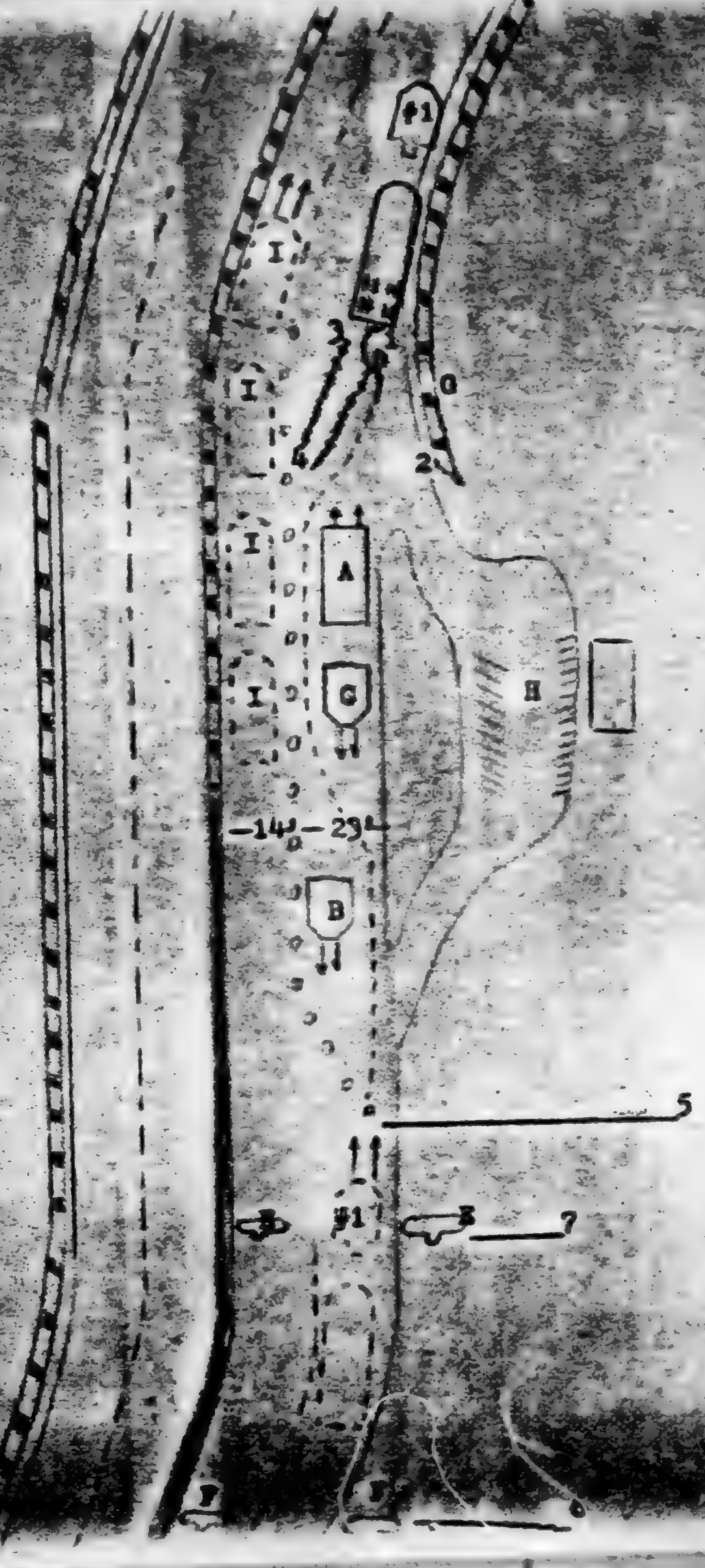
M.V. ACCIDENT
MEYER, LARRY LEE
I-5, M.P. 10 N/B
Page 3 of 3

LEGEND:

A - Paving machine
B - Road roller #1
C - Road roller #2
D - Traffic cones
E - Sign right lane closed
F - Sign road construction ahead
G - Guard rail (east side)
H - Rest area
I - Moving traffic

MEASUREMENTS:

1 - 2 = 243'
3 - 4 = 148' skid
5 - 6 = 1248'
7 - 6 = 200'



8472

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
September 19, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Addendum to Project Assessment
South Ashland-California State Line
Pacific Highway I-5
Jackson County (615-1086)

NOTED
E. S. HUNTER

An alternative to the mandatory waste site (the Long property) has been proposed by the contractor on this project.

The Long property was initially planned to take a total of 135,000 cubic yards of rock from both sides of the Siskiyou Summit cut. It has already received about 70,000 cubic yards of material from the west side cut--which is now essentially finished. Since the mandatory waste site is also on the west side, this proved a good choice for the work already done.

Now the east side cut is underway and the contractor wants to use a different waste site. His proposed site is not only closer but, more importantly, it is on the east side - around from and above the cut. This substantially shortens the haul and it eliminates the potential conflicts and flagging inherent in crossing the freeway through the M.P. 4.61 Frontage Road Overcrossing. It would result in cost and energy savings and the removal of a prospective safety hazard.

The proposed waste site is an old barrow site. It was used previously to generate embankment material for interchange construction when the freeway initially came through this mountainous terrain. When the borrow was removed, the site was ripped and scalped down to bedrock with the loose material being taken. Bedrock knobs and protrusions are still evident around the site as are some cut slopes. Over the majority of the area, however, a thin veneer of overburden now supports a scattered, low sagebrush community.

The waste site, located just east, and above or upslope from the summit cut, would be reached by a haul around the cutslope (north and then back to the southeast up the slope). Off-road vehicles would be used, and they would be confined to shoulder/fallout areas for the roadside haul. They would be further separated from moving traffic by GM barrier. An anticipated 60,000 cubic yards of material would be hauled and deposited.

The proposed site is also totally within existing highway right-of-way. And there are no improvements around the site on the east side of the freeway. On the west side, however, there is a complex of 2-3 rental units virtually perched atop the cut. Though the freeway corridor affords them some separation, the whole waste operation and the waste site will be in their view. As long as the waste site is properly worked and seeded, as it will be, this need not be a problem.

cy Verstaeg
9-21-77

The site proper is larger than the immediate area proposed to receive waste material. It is a gently sloped, bowl-shaped depression dipping to the north. As now proposed, some 60,000 cubic yards of rocky material would be emplaced, working upslope from north to south.

All told 4± acres should be used. Coarser, blockier materials would generally be placed lower on the slope and in the bottom of the fill while smaller material would go higher up. Select finer material would cap the fill, providing a smooth finished slope and a suitable growing medium for vegetation. The finished ground line would then be seeded and mulched.

A generalized plan view and cross-section of the proposed fill have been attached. As can be seen, maximum side slopes of fill would be 2:1 while minimum slopes would approach 20:1. A 20 foot bench would be provided between the toe of the slope and the edge of the cut. Though this provision is primarily to give construction vehicles access to the fill, it also provides a buffer zone. Finally, while drainage is not expected to change in terms of quantity, it may change somewhat in terms of gradient or flow lines. Any necessary provisions will be taken to insure adequate capacity and to prevent erosion.

The Region Environmentalist visited the site at the end of August in the company of the Region Geologist, the project Location Engineer, the project Construction Engineer, the contractor's manager and his superintendent. All were satisfied with the stability, suitability and facility of the site.

Evaluations show that this is a sound proposal from economic and engineering perspectives. It is also the consensus that the proposal is a non-major action.

GAP:ss

Attachment

cc: E. S. Hunter
Eb Engelmann w/attach
Alfred Shirley, Jr. w/attach

RECEIVED
TECHNICAL SERVICES

SEP 19 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8472

8

[illegible] SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 19, 1977

RECEIVED
STATE HWY ENGR
SEP 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Resident Engineer
O.S.H.D.
P. O. Box 368
Medford, Oregon 97501

Re: S. Ashland Int.-Calif. Line
Contract No. 8472-89

Dear Sir:

This will acknowledge and thank you for yours of September 14, 1977.

The procedure to pave the E mix on the south bound lanes from 608 to 814 was set up as follows:

A two foot cut off plate was placed on our 220 paver and we would pull the outside shoulder from 608 to 814. Even though the plans call for a minimum ten foot shoulder, we agreed to blade off the excess mix where you would not have a ten foot shoulder but in fact had seven and eight foot shoulders.

This procedure was discussed by phone with you. The procedure was gone over in detail with Bill McKern when he and I were on one of our frequent trips over the project.

Mr. Larry Johnston and Mr. McKern also discussed the matter. On the day we were to pave the shoulder, I was at a preconstruction conference with the Forest Service. Mr. Neiswanger came and insisted to Mr. Larry Johnston and to Mr. Jack Brown that we pave the 12 foot travel lane. You marked out the 12 foot travel lane. Mr. Johnston pointed out that we had discussed it with Mr. McKern and pointed out that it would be virtually impossible to pave the remaining shoulder. Mr. Neiswanger insisted that the 12 foot travel lane be paved. E mix is virtually impossible to rake and it has been standard practice to pinch the joint. It was the only way possible to pave the shoulder after Mr. Neiswanger's express orders.

Clearly, once again, this points out a lack of communication in your organization. Mr. McKern is the only experienced asphalt inspector on the project. Not one of your people have had any experience in E mix. We plan ahead, set up a procedure that will work and then are thwarted by the actions of a gentleman relatively inexperienced in paving procedures.

We shall, of course, comply with your request and make any repairs that you suggest. I feel, however, that they should be on extra work basis.

But, Bill, are we arguing over something that is academic as to results. Think! The water is being discharged as designed. For after all, E mix is still E mix and the voids cannot be filled by compaction.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. James Gix
Mr. C. T. Keasey
✓ Mr. Scott Coulter
Mr. Tom Low

8472 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

September 16, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Project Superintendence
So. Ashland-Calif. State Line
Contract No. 8472

TO: THE FILES

This is to document a meeting that was held in my office on this date. The purpose of the meeting was to determine whether or not the contractor, S. D. Spencer and Son, could show cause why their superintendent, Mr. Otis Jordan, should not be removed from this project. The meeting was attended by Mr. George Spencer, contractor, and Mr. Otis Jordan. The Highway Division was represented by William Maude, Resident Engineer; James Gix, Region Construction Engineer; George Hopkins and Bryant Jackmond, Field Construction Engineers; and myself.

Otis Jordan has a documented history of intemperate behavior while acting as project superintendent on highway construction projects. This intemperate behavior has been directed at Highway Division field personnel and includes the use of foul and abusive language, threats of physical violence and actual physical violence. I recited four documented cases to Mr. Spencer and Resident Engineer William Maude stated the events of Monday, September 12, 1977 when Mr. Jordan confronted our inspector, Mr. William Smiley, at the restaurant in Hilt. Mr. Smiley was having lunch with Resident Engineer Maude when Mr. Jordan came in and directed abusive language at, and shoved Mr. Smiley. Bill Maude asked Otis Jordan to "back off" and cool down and after some several minutes he did so.

Mr. Maude also related the incident of Tuesday, September 13, during which Assistant Resident Engineer Vern Neiswanger was subjected to abusive language by Otis Jordan and Ken Ferguson, contractor's bridge foreman.

I then asked Mr. Spencer to comment and to show cause why Otis Jordan should not be removed from this project and barred from future highway construction contracts in Oregon. Mr. Spencer responded by trying to put us on the defensive. His comments were directed to our inspectors and their shutting down of contractor operations. Mr. Spencer was advised that this was not revelant to the subject of the meeting. He was also advised that our inspectors had a job to do and that I fully expected them to temporarily suspend work when necessary under the provisions of Section 105.10 of the Standard Specifications.

Mr. Otis Jordan stated that he loved highway construction work and that he had protected the Highway Division from liability claims on several occasions in the past. He also stated that our specs do not provide for removing a superintendent, only foremen and workmen. Mr. Jordan stated that Mr. Smiley had ordered a change in the operation, and that he (Jordan) was mad about the truck tipping over. He further stated that if our inspectors "followed the book" there would never be a problem.

NOTED
H.S. COULTER

At this point I advised Mr. Spencer that we had not yet heard anything directly relevant to the reason for this meeting, i.e., Mr. Jordan's intemperate behavior towards our people. Mr. Spencer stated that Otis Jordan has done a lot of work for the Highway Division and asked that we give Otis another chance. Whereupon I asked "how many chances do you expect us to give?".

After a brief period of irrevelant discussion, Mr. Spencer stated that Otis Jordan did get carried away and he thought that Otis would change his ways. At this point I asked "what happens if he does it again?", and advised Mr. Spencer it would not be tolerated. Bill Maude stated that he had two concerns:

(1) That Otis Jordan did not come to him (Maude) in the restaurant to discuss the matter but rather went directly to William Smiley, and

(2) That the situation seems to be escalating to other supervision on the project.

Mr. Jordan responded by talking about inspectors running jobs and changing the "modus operandi" on jobs. He eventually stated "I have learned from this; I have mellowed; I will watch myself".

Mr. Spencer was again informed that our inspectors have a job to do, they don't run jobs, they enforce compliance with specifications and they will continue to do so. I also advised Mr. Spencer that I still hadn't heard anything addressing the problem here today.

Mr. Jordan stated that he was concerned about the truck and driver, that he was mad and that he probably over-reacted. He also stated again his love for the work and that he did not think it was serious enough to take away his means of livelihood.

Mr. Spencer then acknowledged the seriousness of the matter by stating, "Otis, you have to do something different, change your ways, turn your back and walk away------". Then Mr. Spencer asked, "Otis, do you feel you can control yourself?", and Otis responded, "I love my work. Yes, I hereby promise it. You won't have to fire me if it happens again, I will resign.".

After a discussion concerning the morale of our people and their willingness to work as normal, and statements by Jim Gix and Bill Maude that they felt Otis would honor his promise, I issued a ruling in this matter.

I advised Mr. Spencer that I would give Mr. Jordan one more chance based upon his promise that this would never happen again. Should this ever happen again, I would take steps to see that Otis Jordan is barred from highway work in the State of Oregon.

Mr. Spencer agreed to write a letter to his employees advising them that intemperate behavior would not be permitted and Mr. Jordan stated that he would have a meeting of project employees as soon as he gets back to the job and inform them that such actions would not be allowed.

OBJ;mk

cc: H. S. Coulter ✓
Alfred Shirley
William Maude

RECEIVED
STATE HWY ENGR
SEP 19 '77
REFER TO
FOR
Info Inves R/O D/R Sign Act File

8472 2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

S. D. Spencer and Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Attn: George Spencer

Dear Mr. Spencer:

This is to confirm the results of our meeting with you on this date concerning the actions of your superintendent on the S. Ashland-California State Line project.

Mr. Otis Jordan, your superintendent, has demonstrated intemperate behavior towards Highway Division employees on four documented occasions on three highway contracts over the past three years. This intemperate behavior includes the use of abusive language, threat of physical violence and the use of physical force. The latest incidence involving the use of physical force occurred on the S. Ashland-California State Line project on Monday, September 12, 1977.

Behavior of this type cannot be allowed and will not be tolerated. My stated inclination was to remove Mr. Jordan from this project and to take steps to prohibit him from working on future Highway Division contracts. These actions will not be taken at this time only for the following reasons:

1. Your indication that you understand the seriousness of the situation by your statement "Otis, you have to do something different, change your ways, turn your back and walk away....".
2. Mr. Jordan's solemn promise that he will never do these things again, and
3. You and Mr. Jordan will immediately advise your employees that acts of intemperance will not be permitted.

Any demonstration of intemperate behavior by Mr. Jordan on any highway contract subsequent to this date will result in immediate suspension of all work on the contract until he is removed from the project, Standard Specification 108.05. Furthermore, I will take immediate action to prohibit Mr. Jordan from future work on highway contracts in the State of Oregon.

Very truly yours,

C. T. Keasey
Construction Engineer

OBJ:mk
cc: H. S. Coulter
Alfred Shirley
William Maude

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 19 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8472

Form 81-734-3000

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.Ashland Interchange-California Line
Date September 14, 1977

Highway Pacific
Contract No. 8472

County Jackson
Prefix 615-1086

Contractor S.D.Spencer and Son
F. A. Project No. I-F-5-1(91)00

Address 4614 N.E. 72nd Avenue, Vancouver, Wash 98661
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

GUNITE ROCK SEAMS IN THE SUMMIT CUT

APPROVED EFFECTIVE DATE 9/20/77
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hosmer
Dist. Engineer
TITLE
DATE 10/12/77
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

STATIONS 585-600 RIGHT AND LEFT

OFFICE OF STATE HWY ENGR
OCT 13 '77
REFER TO Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Estimate of quantities and cost:

EQUIPMENT	$6,210
LABOR	12,960
MATERIALS	2,500
	$21,670 TOTAL

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work will require specialized equipment and personnel. A gunite truck will be used to seal seams of "rotten" rock to help minimize erosion. Billing will be on a cost plus basis at the time the work is done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 7,018,828.68
Present estimate of project costs, including $ 21,670 for work under this order	$7,018,828.68
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Wm H. Maude Wm.H.Maude
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
Per
Construction Engineer

9 2 77

SP*79604-734

8472

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8472

Salem, Oregon

August 4, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S. Ashland-California State Line
Contract No. 8472
Bridge End Excavation

TO: Alfred Shirley, Jr.
Region III Engineer

At a meeting here last week with Otis Jordan and George Spencer of the S. D. Spencer & Son Company, they took the opportunity to bring up a request for additional compensation for excavation at bridge ends on this project (the primary purpose of this meeting was for entirely unrelated matters). I don't think we have anything in writing yet on this, but the contractor apparently intends to pursue it and Resident Engineer Maude mentioned it on the phone during a recent conversation. I told him we would take a preliminary look at it here. He has so far taken the position that such excavation was intended to be included in the lump sum bid item for removal of structures and obstructions. After reviewing the plans and talking to the Chief Spec. Writer, we would basically agree with that viewpoint. If this question came up at all during the pre-bidding contacts and that was the State response, I think we would be in a good position as far as just pavement removal.

I understand some of the excavation as actually performed has gone deeper than just pavement removal and since 202.01 doesn't seem to cover anything under the pavement, we may well owe the contractor an adjustment for work he has done below pavement level.

This removal of structures and obstructions item has been troublesome on several jobs in recent times. It is a kind of catchall inverse type of item that some contractors either misinterpret, or try to find basis to make claims later. The name of the bid item is misleading if we want it to include pavement. We note that this same contractor on Elkhead-Rice Hill, Contract No. 8189 and on Fairgrounds-Roberts Creek, Contract No. 8363 also performed bridge end excavation (the difference, however, being that it was shown deeper than just a pavement thickness) and the work was shown on plans as excavation work and was apparently paid as general excavation. Both of these contracts, however, had the removal of structures and obstructions bid item also. Because there was other excavation work in the vicinity of the bridge end excavation and because it went deeper than just pavement, it was included as an excavation item. This seems to me a pretty fine point for a contractor to pick up in bidding. We would have a cleaner bidding procedure and maybe fewer subsequent arguments, if in those instances where we want such removal work to be included in the lump sum removal of structures and obstructions item, we would clearly label it as such on the plans. On the subject project, the five bids on the removal of structures and obstructions ranged from $35,000 to $175,000. Our contract price is $40,000.

JAB:fr
cc: J. H. Versteeg

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Hager Wolfe
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2 Christensen DOC
Scott
3 Swenson [illegible]
Savage
Trout

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ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
July 5, 1977

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Additional Overhead Sign Supports
S. Ashland Inter.-California State Line
Pacific Highway
Jackson County
Contract No. 8472

When the final decision was made to build the truck escape ramp as part of the project, there was inadequate design time to include overhead sign support structures formsame in the contract plans.

Subsequent revisions have been made in the signing plans to indicate signing for the truck escape ramp and other requested changes. These plans had been forwarded to you at an earlier date.

Attached please find eight prints each of Bridge Drawing No's. 32728, 32729 and 23049 which are the design plan sheets for the cantilever sign structures at Stations 302+00 Lt. and 313+50 Lt. on the above named project. Please institute a price agreement to add this work to the current project. Estimated quantities are: Concrete 10.0 and 10.5 cubic yards respectively; Steel 3,200 and 4,000 pounds respectively. Plans for electrical service to the cantilever sign structures are not completed.

WGB:az
Attachment
cc: Alfred Shirley, Jr.
W. J. Hart
W. E. Cole
W. G. Beard

✓ Versteeg ✓
Olson ✓
[illegible]
Scott
Swenson
Savage
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Form 81-734-1106

8472

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8472

Order No. 5

Section S.Ashland Interchange-California Line

Date June 3 1977

Highway Pacific

F.A.P. No. I-F-5-1(91)00

County Jackson

Prefix 615-1086

Account No.

Description of Work To Be Done:

Furnish to the contractor at the Ashland Maintainence Yard approximately 1,230 lineal feet of used railroad rail.

Location by Station Numbers:

NA

Estimate of Quantities and Costs:

1,230 Lin ft @ $0.50/lf	$615.00
Shipping costs	185.00
Total Costs	800.00

FHWA-ORE DIV APPROVED EFFEC. 6/7/77

Explanation: The contract states that rail elements will be furnished by the State of Oregon and will be available at the Ashland Maintainence Station. This order is to fulfill this portion of the contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$7,018,828.68
Present estimate of project cost, including $ 800.00 for work under this order	$7,018,828.68
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Wm. H. Maude
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended: For
Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

6-7-77

8472

OREGON STATE HIGHWAY DIVISION

Order for [illegible] Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8472

Order No. 4

Section S.Ashland Int-California Line

Date April 18, 1977

Highway Pacific

F.A.P. No. I-F-5-1(91)00

County Jackson

Prefix 615-1086 Account No. 270-04

Description of Work To Be Done: Check out pump system, pull pump, install new pump system and furnish temporary water supply.

Location by Station Numbers:

The King property, left of the quarry site.

Estimate of Quantities and Costs:

Per invoice 8858 from Valley Pump Service, Inc.

$794.26

FHWA-ORE DIV APPROVED EFFEC. 4/27/77

Explanation: As per the States $25,000 liability, this order is to pay for services rendered at the well site. Payment is to be made from submitted invoice.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$7,018,828.68	
Present estimate of project cost, including $794.26 for work under this order	$7,018,828.68	
Expected under-run over-run (amount)	$0	
Expected under-run over-run (per cent)	0	

Submitted by: Wm.H.Maude
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

4-27-77

No State forces involved. WR

SP*73610-734

84.72 4-18-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I-F-5-1(91)00
STATE JECT NO.	See below
COUNTY NAME	Jackson
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	70010

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 20 '77
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FOR
Info Inves R/D B/R Sign Act File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-23-76	2-23-77	Interstate 5 / Primary 1

GENERAL LOCATION:
"South Ashland Interchange-California State Line"

GENERAL DESCRIPTION OF WORK:
Truck escape ramp evaluation - category 2 Experimental

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Truck escape ramp evaluation
Category 2 experimental
TEC $25,000 not to exceed FF $23,060

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's letter of 4-11-77, this will confirm the verbal approval of the work plan for the subject work and authorization to proceed by Mr. G. Hossner effective 2-23-77.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-77	G. K. Hossner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8472 15

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

April 11, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Truck Escape Ramp Evaluation
Project No. I-F-5-1(91)00
S. Ashland Intchge.-California State Line Section

We hereby request your authorization to proceed, as of February 23, 1977, with the truck escape ramp evaluation as a Category 2 Experiemental project on the subject project. The proposed work plan for this Category 2 experimental features project and the cost estimate to accomplish the work were submitted with Mr. Schroeder's letters of February 14, 1977 and March 25, 1977. However, we inadvertently overlooked requesting authorization to proceed with the work at that time.

Authorization to proceed as requested at an estimated total cost of $25,000 will result in an obligation of $23,060 in federal aid interstate funds.

CL:ljt

cc: H. S. Coulter
E. S. Hunter
Gordon Beecroft

RECEIVED
STATE HWY ENGR
APR 12 '77
REFER TO
Schroeder
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
APR 12 1977
Office of
Assistant State Highway Engineer

#8472

March 25, 1977

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Cost Estimate for Evaluation
of Emergency Truck Escape Ramp

A proposed work plan for the evaluation of the truck escape ramp on the South Ashland Interchange-California State Line Section of Interstate 5 was submitted February 14, 1977 as a Category 2 Experimental Features item. Attached is a detailed estimate of cost to accomplish the evaluation described in that work plan.

The estimated $25,000 cost for evaluation of the escape ramp was anticipated during programming the project, however the itemized cost estimate was not submitted with the experimental features work plan.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Attachment

bc H. S. Coulter
E. S. Hunter
Gordon Beecroft
GB:lt:ab

Cost Estimate for Truck Escape Ramp Evaluation

South Ashland Interchange -
California State Line Section
Pacific Highway I-5
Jackson County

Personnel

Preconstruction aggregate evaluation		
Lab personnel 12 man-days @ $7.96/hr.		765
Preconstruction instrumentation development		
HE 4, 10 days @ $11.20/hr.		896
HE 1, 10 days @ 7.96/hr.		637
Evaluation during construction		
1 HE 4, 15 days @ $11.20/hr.		1344
1 HE 3, 10 days @ 9.67/hr.		774
2 HE 1, 20 days @ 7.96/hr.		1274
2 ET 2, 20 days @ 7.21/hr.		1154
2 HMW 2, 20 days @ 5.92/hr.		947
2 HMW 3, 20 days @ 6.23/hr.		997
Post evaluation and reporting		
1 HE 4, 8 days @ $11.20/hr.		717
1 HE 3, 3 days @ 9.67/hr.		232
1 HE 1, 10 days @ 7.96/hr.		637
1 ET 2, 10 days @ 7.21/hr.		577
		9735
	Other payroll expense + 20.2%	1966
		$11701
Per Diem - 5 persons, 10 days @ $25/day		1250
	Total	$12951

Equipment

4 Two-axle test trucks, 28 days @ $78/day		2184
1 Truck and semi-trailer, 7 days @ $88/day		616
1 Front-end loader, 7 days @ $34/day		238
1 Pickup, heavy duty, 10 days @ $27/day		270
2 Autos, @ $10/day each, 20 days @ $12		240
1 Grader, light duty, 7 days @ $58/day		406
1 Tow vehicle, 7 days @ $100/day		700
	Total Equipment	$ 4654

Test Truck Safety Modification and Repairs

Shoulder harness installations	400
Front end protection from gravel	900
Contingency for repairs	2000
Total	$ 3300

Materials and Field Supplies

Equipment Rental	
Radar & power source, 10 days @ $15/day	150
Movie cameras, 10 days @ $15/day	150
	300
Miscellaneous supplies including film, wire, batteries, tapes, reference markers	500
Total	$800

Report & Supplies (Printing, typing, etc.)	295
Allowance for Contractor for Re-shaping Mounds & Bed	3000
Total Project Estimate	$25,000

#8472

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOTED
H. S. COULTER

MAR 22 1977

IN REPLY REFER TO:

HNG-10

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in reply to your recent letter to former Federal Highway Administrator Norbert T. Tiemann, postmarked February 21, 1977. You forwarded a copy of a letter you received from Mayor R. B. DeLand of Rogue River, Oregon, concerning a project on Interstate Route 5 and, in general, the highway program.

Mayor DeLand expressed concern about the cost of the I-5 project between Ashland, Oregon, and the California border. This section of the Interstate System was essentially completed in 1965-1966. The metal beam barrier in the narrow median of this heavily traveled route has required considerable maintenance over the years. Overlaying the roadway would have necessitated adjusting the grade of the existing median barrier. At very little difference in cost, a concrete median barrier is to be installed which should greatly reduce barrier maintenance costs and improve safety for vehicles and maintenance crews. The metal barrier that is removed will be salvaged and reused by the State.

Federal-aid highway funds are provided to the State each year to assist in the cost of constructing and improving eligible roads, generally those more important routes on the Federal-aid highway systems. By law, these funds cannot participate in the cost of maintenance, whether the roads involved are on or off the Federal-aid system. Most funding for local road improvements comes from local sources. Unfortunately, available funding at any level of government is never enough to meet all needs. Lower volume, off-system roads often do not generate enough revenue from road user taxes to fully pay for their construction and maintenance costs. Many State and local governments find it necessary to supplement road user revenues with funds from other tax sources in order to provide acceptable service on the lower volume roads for which they are responsible.

From Mayor DeLand's letter, it appears that he is concerned about the distribution of funds within the State and county. Under established Federal-State procedures, Federal funds are apportioned to the States, which determine how funding in each category of Federal-aid highway assistance will be distributed within its borders. The Federal Government is not involved in how county officials distribute revenue from non-Federal sources.

Suggest someone visit w/ city. —
3-29-77
cy Rulien for info. —

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO Shirley
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We suggest that, if he has not already done so, Mayor DeLand should discuss revenue distribution with county and State highway officials. The Oregon Department of Transportation, State Highway Division, would be able to comment on the type of work in Rogue River that might be eligible for Federal-aid highway fund assistance, the availability of funds, and the priority the work would receive. The address is State Transportation Building, Room 140, Salem, Oregon 97310.

By copy of this correspondence, we are advising our Division Administrator in Oregon of Mayor DeLand's concern. He will provide a copy to the officials of the Oregon State Highway Division for their information. Please let us know if we can be of further assistance.

Sincerely yours,

W. J. Wilkes

W. J. Wilkes
Director, Office of Engineering

City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537
(503) 582-3482

"HOME OF THE ROOSTER CROW"

February 1, 1977

Hon. Senator Mark O. Hatfield
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Senator Hatfield:

Again, I look at the apparent flagrant use of public funds without reason. This clipping is for the repaving of I--5 from Ashland to the California border. I cannot question the repaving part, as this is a high density vehicular traffic area. I do question the new road barriers and signs. It seems that every time there is a new engineer that has a new idea for road barriers, they tear them out and install new ones -- not that they are better or more efficient, but because they look better! What part of the barriers can or do wear out, and if they are or do, we really do need new engineers. Is this a valid expenditure, or is it justification to request and spend Federal funds?

You know through my correspondence the difficulty small cities have in acquiring any assistance for road building and maintenance. Rogue River receives exactly $11,000.00 road tax money each year. Out of that we have to pay materials, labor and equipment. Because we are the junction of one Interstate, one State Highway, and five County roads, we are deluged with excess traffic not of our making. The daily winter average of vehicles entering or leaving the city from I--5 and Highway 99 is 10,300 cars. During the summer, this will almost double, although I cannot verify this as we did not take the count during the summer. We, a small town of 925, are charged with the responsibility as a service center, i.e.--groceries, hardware, dry goods, etc., for between 12,000 and 14,000 citizens; yet in all State and Federal Programs (gas tax, liquor tax, Revenue Sharing, etc.) we are considered as 925; although we provide police, roads, recreation, library, multi-service center and many other services.

The small town throughout the United States is and must remain the focal point for the major segment of our land, and it must be preserved and assisted nearly as much as the large cities.

As I have pointed out, the citizens of our city do not pinch the penny on needed items, but there are only just so many pennies to pinch in these small communities. As you know, Senator, 167 out of 230 cities in Oregon alone are below 2,000 population, and we are all coming into serious financial problems. Many, many of these are caused by mandated or implied mandates of State and Federal regulations, and if we are to survive, there MUST be some adjustments made.

58364

66% of the people in this County live in the city, yet all revenue from trucks, wood products, etc., go to the Counties and NONE to the cities. There are in excess of 200 wood products trucks going through our city daily, and yet Rogue River does not receive one nickel in revenue for assistance in putting the roads in operating shape!

I have already corresponded with you about the police problems in small cities. My information from the LEAA Council indicates there is still no help coming for the smaller cities from that end. This program, as I am told, is still geared to the large cities, and the major portion allocated not to enforcement or protection, but to correction -- which history has proved is a major waste of funds.

It is my hope that some of these areas will be looked at, as they are becoming critical in our small cities.

Sincerely,

R. B. DeLand
Mayor, City of Rogue River

Enc.

RBDeL/d

CCs

Interstate Repaving Set

SALEM, Ore. (AP) — The State Transportation Commission got an apparent low bid today of $6,044,358 to repave an 11½-mile section of Interstate 5 from Ashland to the California border.

Low bidder was S.D. Spencer & Son, Vancouver, Wash. The project, which also includes new safety barriers and signs, is expected to take about two years to complete.

Other major projects and apparent low bidders today included:

—Rebuilding section of Oregon 20 from Sweet Home west city limits to 9th Avenue, $812,630 by Wildish-Corvallis Construction Co., Eugene.

—Construction of port-of-entry truck inspection station on Interstate 80N about 25 miles northwest of Ontario, $495,196 by Baker Redi-Mix, Baker.

—Painting and safety device installation on Columbia River bridge at Astoria, $328,978 by Waconda West, Salem

8472 S. Ashland Int.-Calif St. 1977
Line Sec. of Pac. Hwy.
(Gr,pave,barriers,struct & sign) #1

1-5

AREA CODES - VANCOUVER 206, PORTLAND 5 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

S. Ashland-California
State Line

February 17, 1977

Mr. William Maude
Resident Engineer
P. O. Box 368
Medford, Oregon 97501

Re: Spencer's 7-1
Contract #8472-7
"Air Contaminant
Discharge Permit"

Dear Mr. Maude:

Attached please find herewith Air Contaminant Discharge permit which allows S. D. Spencer & Son to operate its asphalt plant on the above referenced project.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
1 Trout A

RECEIVED
FEB 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

RECEIVED
FEB 25 1977
LOCATION SECTION

Sincerely,
S. D. Spencer & Son

By Otis Jordan by

cc: Office
Vancouver

Permit Number: 37-0109
Expiration Date: 1-1-78
Page 1 of 3

AIR CONTAMINANT DISCHARGE PERMIT

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, Oregon 97205
Telephone: (503) 229-5696
Issued in accordance with the provisions of
ORS 468.310

ISSUED TO:
S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

PLANT SITE:
Portable Plant -- Temporary variable locations dependent upon job site.

ISSUED BY DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young
WILLIAM H. YOUNG
Director

JAN 24 1977
Date

REFERENCE INFORMATION

Application No. 0914

Date Received October 21, 1976

Other Air Contaminant Sources at this Site:

	Source	SIC	Permit No.
(1)			
(2)			

SOURCE(S) PERMITTED TO DISCHARGE AIR CONTAMINANTS:

Name of Air Contaminant Source	Standard Industry Code as Listed
ASPHALTIC CONCRETE PAVING PLANT (Portable)	2951

Permitted Activities

Until such time as this permit expires or is modified or revoked, the permittee is herewith permitted to discharge air contaminants from its Barber-Green drum mix asphaltic concrete paving plant and those processes and activities directly related or associated thereto in accordance with the requirements, limitations, and conditions of this permit at site locations or set-ups within the State of Oregon excluding Lane County.

The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

For Requirements, Limitations and Conditions of this Permit, see attached Sections

Performance Standards and Emission Limits

1. The permittee shall at all times at all site locations or set-ups maintain and operate all air contaminant generating processes and all contaminant control equipment at full efficiency and effectiveness, such that the emissions of air contaminants are kept at the lowest practicable levels.

2. The permittee shall not allow emissions from the hot-mix asphaltic concrete paving plant and all associated dust control equipment including the fan, orifice scrubber, and exhaust stack to exceed:

   a. A particulate emission rate of forty (40) pounds per hour.

   b. A particulate concentration in the exhaust stack gas of 0.04 grains per standard cubic foot, and

   c. An average opacity equal to or greater than twenty percent (20%) in the exhaust gases.

3. The permittee shall at all times control the ancillary sources of air contaminants such as, but not limited to, the dryer openings, hot-mix elevator, bins, and hoppers so as to maintain the highest possible level of air quality and the lowest possible discharge of air contaminants.

4. The permittee shall conduct dust suppression measures such as, but not limited to, watering, oiling, or paving of all heavily traveled roads or areas at the plant site under the control of the permittee, including access roads, so that fugitive type dust generated by vehicles involved or associated with this operation will be adequately controlled at all times.

Compliance Demonstration Schedule

5. None required at time of issuance.

Monitoring and Reporting

6. The permittee shall effectively inspect and monitor the operation and maintenance of the plant and associated air contaminant control facilities. A record of all such data shall be maintained for a period of one year and be available at the plant site at all times for inspection by the authorized representatives of the Department. Unless otherwise agreed to in writing the information collected and recorded shall include, but not necessarily be limited to, the following parameters and monitoring frequencies:

	Parameter	Minimum Monitoring Frequency
a.	The amount of asphalt produced.	Daily
b.	Any observable increase in particulate emissions from the plant, suspected reason for such increased emissions and projected date for any corrective action to reduce the emission increase.	On occurrence

7. The permittee shall submit an annual report to the Department by January 15th of each year this permit is in effect indicating at least the following information for the preceding calendar year:

    a. Asphaltic concrete produced at each location.

    b. Types and quantities of fuels used at each location.

Special Conditions

8. The permittee shall not install or operate the subject facility at any site location or set-up without first providing written notice to the Department of Environmental Quality prior to operating at each site location or set-up. This written notice shall include the date of the proposed move, a detailed map indicating access to the new site, and a description of the air pollution controls and procedures to be installed, operated, and practiced at the new site.

9. The permittee is prohibited from conducting open burning of any material at the plant site or facility within the boundaries of a special control area. The permittee may conduct open burning of land clearing debris at the plant site or facility outside the boundaries of special control areas. Such open burning shall be subject to regulation by the Department and the appropriate fire permit issuing authority and shall be conducted within the time periods and in accordance with burning requirements.

AIR CONTAMINANT DISCHARGE PERMIT
Issued by the
Department of Environmental Quality

General Conditions and Disclaimers

G1. The permittee shall allow Department of Environmental Quality representatives access to the plant site and pertinent records at all reasonable times for the purposes of making inspections, surveys, collecting samples, obtaining data, reviewing and copying air contaminant emission discharge records and otherwise conducting all necessary functions related to this permit.

G2. The permittee shall:

- a. Notify the Department in writing using a Departmental "Notice of Construction" form, and
- b. Obtain written approval

before:

- a. Constructing or installing any new source of air contaminant emissions, including air pollution control equipment, or
- b. Modifying or altering an existing source that may significantly affect the emission of air contaminants.

G3. The permittee shall notify the Department at least 24 hours in advance of any planned shutdown of air pollution control equipment for scheduled maintenance that may cause a violation of applicable standards.

G4. The permittee shall notify the Department by telephone or in person within one (1) hour of any malfunction of air pollution control equipment or other upset condition that may cause a violation of the Air Quality Standards. Such notice shall include the nature and quantity of the increased emissions that have occurred and the expected duration of the breakdown.

G5. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

G6. Application for a modification of this permit must be submitted not less than 60 days prior to the source modification. A Filing Fee and an Application Processing Fee must be submitted with an application for the permit modification.

G7. Application for renewal of this permit must be submitted not less than 60 days prior to the permit expiration date. A Filing Fee and an Annual Compliance Determination Fee must be submitted with the application for the permit renewal.

G8. The issuance of this permit does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize any injury to private property or any invasion of personal rights, nor any infringement of Federal, State or local laws or regulations.

G9. This permit is subject to revocation for cause as provided by law.

File 37-0109

Appl 0914

Date 12-3-76

Department of Environmental Quality
Air Quality Control Division

AIR CONTAMINANT DISCHARGE PERMIT APPLICATION REVIEW REPORT

S. D. SPENCER AND SON
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Background

1. S. D. Spencer and Son owns and operates a portable Barber-Green drum mix asphaltic concrete paving plant.

2. The plant has a design production rate of 500 TPH. The plant has a normal production rate of 500 TPH.

Evaluation

3. The dust control system is composed of a fan, orifice scrubber and exhaust stack.

4. The scrubber water is routed to a settling pond which normally does not overflow or discharge.

5. This source was manufactured after June 11, 1973; thus, a 0.04 grain per standard cubic foot limit is applied to the concentration of particulate matter in the exhaust gases. Visible emissions equal to or greater than 20% average opacity are not allowed in the exhaust gases. (The maximum average opacity is determined by the average of any 24 consecutive readings or sets of readings.)

6. The results of a source test indicate that this facility is capable of complying with the "Performance Standards and Emission Limits" set forth in the permit.

7. The proposed permit is a renewal for an existing Air Contaminant Discharge Permit which will expire on January 1, 1977.

Conclusion

8. Approval of the proposed Air Contaminant Discharge Permit is recommended.

JAB:sw

cc: Southwest Regional Office

8472 fb

February 14, 1977

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Experimental Features Project
Evaluation of Emergency Truck
Escape Ramp

tracer in
Tra 7-4

Attached is a proposed work plan for the evaluation of the truck escape ramp on the South Ashland Interchange-California State Line Section of Interstate 5 as a Category II Experimental Features item. Since this escape ramp must be constructed on the same minus 5.5 percent grade as the main highway, we feel it is essential to make an evaluation of the coefficient of rolling resistance provided by the arrester bed.

The work plan also includes an evaluation of gravel mounds to be placed transverse to the escape ramp. We now propose to do some preliminary evaluation of these mounds at Camp Adair under an HPR study. We did not eliminate this as a part of the experimental features work plan because the aggregate there will be different and it may still be necessary to conduct some tests. However, the Camp Adair evaluations may make this part of the work plan unnecessary.

The on-site evaluation of the emergency ramp was anticipated during preparation of the special provisions for the contract, but the experimental features work plan was not submitted previously.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
Gordon Beecroft
J. H. Versteeg
J. C. Jenkins
Alfred Shirley

Attachments

GB:lt:ab

WORK PLAN FOR CATEGORY II
EXPERIMENTAL FEATURES PROJECT

EVALUATION OF TRUCK ESCAPE RAMP CHARACTERISTICS
South Ashland Interchange - Wall Creek Section
Pacific Highway - I-5
Jackson County

PROJECT DESCRIPTION

The project is on a section of four lane interstate freeway (I-5) between the South Ashland Interchange and the California State Line. The existing facility is composed of four twelve-foot traffic lanes with paved shoulders. The rehabilitation project includes a number of safety items. The southbound ascending roadway is being widened on the right shoulder to ease the congestion of slow moving traffic. The project includes new guardrail throughout, much of which is concrete median barrier. Drainage is being remodeled with safety inlets installed. The pavement will be overlayed with asphalt concrete which will be finished with an open-graded friction course. At the Siskiyou summit, areas adjacent to both the northbound and southbound roadways will be widened to provide brake check areas.

The experimental feature to be included in the contract is the evaluation of a truck escape ramp to be constructed adjacent to the northbound roadway at approximately milepost 9.5. This point is preceded by approximately 5.5 miles of down-grade from the Siskiyou summit. The terrain in the vicinity does not permit achieving an ascending grade for the escape ramp. The escape ramp grade will be the same as that of the roadway, minus 5.5%. The ramp is almost parallel to the adjacent roadbed. It consists of a 10' wide service lane for wreckers and maintenance vehicles and the 26' wide arrester bed. The design has a 1200' long arrester bed of granular material plus a paved entry lane at the uphill end and a paved return lane at the downhill end. Because of the limited length available and the downhill grade of the ramp, mounds constructed of pea gravel are proposed to help dissipate the energy of runaway trucks.

OBJECTIVES

The purpose of the experimental feature portion of the project is to evaluate under controlled field conditions the effectiveness of the granular bed material and the pea gravel mounds in decelerating various vehicles.

Certain critical performance data are needed for the design of escape lanes for runaway trucks. Typically, ramps have been designed to combine the energy absorbing characteristics of a pea gravel roadbed with an ascending grade to stop trucks that have lost their brakes on long downgrades. Most of these have been designed very conservatively; having adequate length to stop a truck under any circumstance. In this project, terrain is such that it is not feasible to obtain an upgrade to assist in decelerating the vehicle. Additional evaluation is needed on devices that will gently stop high speed trucks on descending grades. Escape lanes have typically employed a deep bed of pea gravel or sand to decelerate the vehicle. From calculations based on reported speeds and measured stopping distances, the coefficients of rolling resistance are usually found in the range of 0.25 to 0.35; however values both smaller and greater than this range have been determined. Because of the critical nature of this bed, the objective is to evaluate performance characteristics with known vehicles and known speeds to ascertain that the ramp will perform satisfactorily under anticipated service conditions.

EXPERIMENTAL FEATURES

Since the escape ramp is in an area of heavy snowfall, a very free-draining bed material is important. A 3/4" one-sized material would be more free draining and would be less likely to become silt clogged than a finer one-sized material, such as 3/8". However, there is some concern that a 3/8" material may provide better stopping resistance in an escape ramp. Different gradations of bed materials will be evaluated by measuring the penetration of a Kelly ball dropped approximately 8' into a bed of the materials. Specifications for a suitable bed material will be developed from the results of this experiment plus more routine aggregate tests.

After the ramp grading is completed, a portion of the arrester bed material will be placed without mounds so that controlled experiments can be conducted for the purpose of determining the reaction of different vehicles entering the bed at different speeds. In the design of arrester beds to date, a uniform coefficient of rolling resistance has been assumed for the bed material which results in a constant rate of deceleration. Observations of vehicles entering some beds have led to the speculation that high-speed vehicles tend to "plane" over the bed material with the result that the coefficient of rolling resistance is not uniform. The experimental work proposed will attempt to establish whether or not the deceleration is variable. It is not expected that the weight of the vehicle will have any significant effect on the rate of stopping; however, tests will be conducted to confirm this assumption.

First, tests will be conducted with an empty single-unit dump truck at slow and medium speeds. These tests will be duplicated using a loaded single unit truck. Tests will then be run at slow and intermediate speeds using an unloaded and loaded truck and semi-trailer.

After stopping characteristics have been determined for the bed materials using two or more trucks at different speeds, three 1' high mounds will be constructed at approximately 35' spacing. The mounds will have 1-1/2 to 1 side slopes and will come to a point at the top. Tests will be conducted to determine the effect of these low mounds on the stopping characteristics of unloaded and loaded trucks. To be effective, the truck will have to pass through and not ramp over the mounds. The 1' high mounds will provide a starting point to determine the truck reaction.

Following these tests, 2' high mounds will be constructed and tested in the same way. An attempt will be made to determine the deceleration caused by passing through the individual mounds.

If the reaction to the 2' high mounds is satisfactory, mounds 2-1/2 or 3' high will be constructed and tested. In calculating the effect of mounds, the transfer of momentum theory has been applied; transferring a portion of the truck momentum to the pea gravel that is displaced by the impact. The reaction of a truck striking the mounds is uncertain and should be determined under controlled conditions.

EVALUATION AND REPORTING

Preconstruction:

Preparatory work will include laboratory evaluation to select a suitable aggregate gradation. In addition, a more detailed plan for methods of measurement of deceleration will be prepared. Recording radar units will be used in combination with road tubes and similar location marking devices. Position and speed events will be recorded on a strip chart recorder. Moving pictures will be obtained to record the action of the vehicle in the arrester bed. These pictures will also assist in determining the rate of deceleration.

Construction:

To evaluate the bed material, it will be necessary to delay the construction of the mounds in a test section until vehicle deceleration runs have been made. Following determination of the deceleration characteristics in the arrester bed, mounds will be constructed to determine the reaction of a vehicle to impacting a mound. The majority of the escape ramp evaluation will be conducted during the construction of the project.

Post-construction:

In-service evaluation of the truck escape ramp will be conducted by determining the stopping point of runaway trucks and obtaining information on speed and vehicle and cargo damage, if any, from maintenance personnel, wrecker operators, and truck drivers. If a means of protecting instruments from vandalism can be envisioned, an effort will be made to record the entry speed of several runaway trucks in actual service.

A report covering the construction phase evaluation will be prepared at the completion of the controlled tests. A final report will be submitted after one year of service.

Inspection and reporting of the experimental work will be done under the supervision of the Research Section of the Highway Division, Oregon Department of Transportation in cooperation with the Resident Engineer.

8472

Wm. Maude
Resident Engineer

February 8, 1977

R. D. Church
Contract Payments Engineer

S. Ashland Intchge.-California State Line
Contract No. 8472

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, B. D. Spencer & Son, the contractor for the project, is a "foreign contractor" and we are required to enforce this section.

We are attaching a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Department of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

RDC:ljt

Attachment

cc: C. T. Keasey
A. Shirley, Jr., Reg. 3
Dick Hacek

RECEIVED
[illegible]
CONTRACT PAYMENTS

8472

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
February 8, 1977

FROM: A. D. Olson
Preliminary Design Engineer

a Olson

TO: MEMO TO THE FILES

SUBJECT: Truck Escape Ramp Testing
S. Ashland-California State Line
Pacific Highway (I-5)
Jackson County

On Friday, February 4, a meeting was held in regard to pretesting of various components of the proposed truck escape ramp. In attendance were:

Gordon Beecroft
John Jenkins
Hal Versteeg
Duane Hofstetter
Glenn Hossner
Adrian Olson

As part of the project a work plan had been prepared for a Category II Experimental Features Project which would run tests on the partially completed ramp in order to determine the coefficient of rolling friction at various speeds and also the effect of various heights of mounds. In order to get advance input on this last phase it has now been suggested that an off site test be run at Camp Adair on various heights of mounds, varying shapes and with the two different gradations of material that have been considered. This should be safer and more efficient than trying to do all the work adjacent to the freeway traffic and in the final construction phases.

After discussion it was decided that this was a desirable addition and that the work plan for the Category II Experimental Features Project should be revised to include this work and be forwarded to F.H.W.A. for their concurrence.

ADO:az
cc: E. S. Hunter
Gordon Beecroft
John Jenkins
Duane Hofstetter
Glenn Hossner, F.H.W.A.

1 Versteeg ✓
Olson
2 Christensen Do
Scott
Swenson
Savage
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FEB 0 8 1977
ROAD
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Requires Approval ☐
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BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 26, 1977

FROM: John C. Jenkins
Engineer of Materials

TO: Memo to the File, II

SUBJECT: Field Test Truck Escape Ramp
Neil Creek Section, Pacific
Highway

Gordon Beecroft has prepared a work plan for a Catagory II Experimental Features Project in which the proposed truck escape ramp would be built under stage construction. During construction of the features of the escape ramp, they would be tested with a two-axle truck at low and medium speeds to determine their effectiveness. The escape ramp could then be redesigned before actual use if the proposed features should not be satisfactory.

In order to obtain needed information about the effect of transverse gravel berms now, so that the design changes may be made as early as possible, it is proposed that tests be performed to determine the effect of berms placed on the unused roads at Camp Adair. The concept has been discussed with Mr. Donald Kilpatrick of the State Game & Fish Department who is responsible for the property. The tests would fit into his program if they could be concluded before the middle of March and did not obstruct the use of the property on week ends prior to that time.

A loaded OSHD two-axle dump truck would be accelerated to the test speed (slow at first, higher speed later) and caused to coast over or through the transverse gravel berms under test. The loss in speed and passing through the berm and the effect of the berm on the driver and truck would be determined.

Instrumenting the test would include moderate speed movies to record the effect of the berm on the truck ride and recording radar to measure the change in speed in passing through the berm.

In addition to the test vehicle, other equipment required would include trucks to haul gravel, a front end loader to shape the berm, and a motor grader to assist in reshaping the aggregate berms.

The tests would start with a single one-foot high berm with 1½ to 1 front and back slopes and 0 width top. The front slope would then be flattened to 3 to 1, and similar tests would be performed with two-foot high berms with normal and flattened approach slopes and with a longer top. The latter would examine the tendency for the truck to climb through toward the top of the longer berm. Similar tests would then be performed with three-foot high berms. Tests would also be performed with both 3/8 to #10 and 3/4 to 3/8 size aggregate.

1
2

RECEIVED

ROAD
DESIGN
SECTION

The estimated cost of the study is as follows:

Two hauling trucks, 2 days to move in, 2 days to move out @ $78	$ 312.00	
Test truck, 6 days @ $78	468.00	
Front end loader, 2-yd. or smaller, 6 days @ $34	204.00	
Grader, light duty, 6 days @ $58	348.00	
Pickup, heavy duty, 6 days @ $27	162.00	
Auto, intermediate, 8 days @ $12	96.00	
Total Equipment		$ 1,590.00
Personnel:		
3 HMW 2, 16 days, 128 hrs. @ $ 5.64/hr.	721.92	
2 HMW 3, 12 days, 96 hrs. @ 5.93/hr.	569.28	
HE 4, 6 days, 48 hrs. @ 10.66/hr.	511.68	
HE 3, 5 days, 40 hrs. @ 9.21/hr.	368.40	
2 HE 1, 10 days, 80 hrs. @ 7.58/hr.	606.40	
Subtotal	2,777.68	
+ 20.2%	561.09	
Total		$ 3,338.77
30 yds. 3/4 to 3/8 gravel & 30 yds. 3/8 to #10 gravel	183.00	
Miscellaneous material, film, wire, etc.	300.00	
Total Material		483.00
TOTAL		$ 5,412.00

JCJ:gs

cc: R. L. Schroeder
E. S. Hunter
J. H. Versteeg ←
A. Shirley
W. Maude
G. W. Beecroft

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 13, 1977

Revision Letter No. 1

TO PLAN HOLDERS

FROM E S Hunter
E. S. Hunter
Deputy State Highway Engineer

SUBJECT S. Ashland Intchge. -California State Line
Grading, Paving, Barriers, Structure and
Signing Project
(Bids to be opened and read January 27, 1977)

This letter is to inform you of revisions to the special provisions, proposal and plans for the subject project.

(1) Delete all references to the counterbalance in the Special Provisions and Proposal form. The counterbalance between Stations 285 and 297 will not be constructed under the contract.

(2) Add the following under subsection 108.04 Preconstruction Conference, Schedule and Limitation of Operations, which begins on page 9 of the special provisions:

The contractor shall complete a minimum of 500 feet of the truck escape ramp (Station 300 to Station 305) and the south approach thereto at the earliest practicable date after award of this contract. Construction shall include all work shown on the plans except the energy dissipating mounds, which shall not be constructed until testing by state forces is completed. If the contractor elects he may construct additional parts or all of the truck escape ramp except the arrester bed surfacing prior to testing by state forces, but shall only place 500 feet of arrester bed surfacing as set forth above.

When the engineer indicates the truck escape ramp is acceptable for testing, the contractor shall remove his equipment from the area for a period of two weeks to allow state forces to conduct testing in the arrester bed area. At the end of the testing period the arrester bed will be returned to a condition equal to that prior to testing and the contractor shall complete the escape ramp, including all energy dissipating mounds.

The contractor shall arrange his work schedule to provide adequate time for completion of the ramp before the elapse of 225 calendar workdays, as set forth in subsection 108.08 of these special provisions.

(3) In the bid schedule change bid items 16 and 17 to read as follows:

Item No.	Item	Unit	Quantity
16	General Excavation	Cu. Yd.	135,620
17	Extra for Selected Embankment Material	Cu. Yd.	9,855

Should you fail to change the quantities for items 16 and 17 in your proposal form prior to submitting your bid, the change will be made for you when your bid is tabulated and the total amount of your bid will be adjusted accordingly.

(4) Delete plan sheet 2D-3 showing the counterbalance typical section.

(5) Revised plan sheets 6, 17 and 18 are enclosed reflecting changes included in this letter.

The above revisions will become a part of the contract for this project by incorporation of this letter therein and it will be understood that your bid has been submitted accordingly.

REMINDER

All interested plan holders are urged to attend the pre-bidding meeting to be held in Conference Room "A", Jackson County Courthouse Annex, beginning at 9 A.M. on January 17, 1977.

Encl. Revised plan sheets (3)

8472

1-S

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE January 20, 1977

TO ~~Memo to the Files~~

Wm H. Maude

FROM Wm.H.Maude, Resident Engineer

SUBJECT S.Ashland Int.-Calif.Line
Pre-letting Meeting

1 Versteeg ✓
Olsen
2 Christensen Dot
Scott
copy Swensen
Savage
copy Trout
Whitley

RECEIVED
JAN 21 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring up
Other

This meeting was held on January 17, 1977 from 9 AM to approximately 11 AM. A list of those in attendance is attached.

The meeting, being the first of its kind was opened with an explanation of what was intended and what we hoped to accomplish. The foremat was to review new or unusual items in the contract and of course we asked the contractors bring up any points that they questioned or had trouble interpretting.

The detour and traffic control was coverred and the reference to a man on the job 24 hours a day was discussed as was the fact that the detour could be left in place during the winter months.

The quarry restrictions were covered at length. The main problems as the contractors saw them were the many controls that were writtan when all that was needed was a specification on either maximum particle velocity or a maximum shock recorded at the King residence. The specification writer answered the question with the fact that the $25,000 State Liability was for all property, not each. I pointed out that the maximum loss that could be considered was loss of the wells and the $25,000 should reestablish water supplies if lost. Further questions included "Can routine maintainence be done at night, and can the asphalt plant be set up at the stockpile site?" I answered yes to the first, and no to the second. E.Purdy said that this would violate the conditional use permit.

The prohibition against the crossing the median and the areas where temporary ramps could be established was read. "Can we cross the median in California?" was asked. J.Gix said yes, if approval was gotten from CalTrans and he did not see anyone getting that approval. It was pointed out that the State Line Interchange could be closed and only the last mile of construction would require trucks to go to Hilt to turn around.

A short discussion was held on the quantity of asphaltic material needed in the truck escape ramp. It was agreed by the highway representatives that the amount was incidental and could come from a commercial source. The arrester bed gravel requirements were covered and I told them that Rogue River aggregate would meet the requirements other than elongation and that I should have lab tests results shortly. On gradation, Liningers materials pass now and Tru-Mix can be made to pass. R.Houck commented that he didn't see how anyone could follow the elongation test as written. The specified concrete barrier detail was shown and the approximately 800' of pin and hook barrier was mentioned. This seemed of minor interest to the contractors.

One person had difficulty in following the fine aggregate specification for a C aggregate. This was solved by having him draw a vertical line between the ¼-0 specs and those that apply to a two pile fine aggregate split. We were asked if sodium sulfate had been run on quarry material. I replied that it had not been to my knowledge. We said that the spec will still be in effect even though this is a mandatory source.

There was quite a discussion on when the setting of the concrete barrier is to be accomplished. The special provisions say that the barrier must be placed in the same season that the base lift of asphalt is laid. The drawings show the barrier placed on the final lift. Mr. Gix clarified that if the last lift is not paved in the same season as the base the contractor is responsible for adjusting the old median barrier. A question was asked regarding use of the temporary concrete barrier as permanent later. They were told the red book allowed the use of sound barrier which can be given a suitable finish.

The group voiced great displeasure with the specification calling for the submittal of two possible sources of liquid asphalt. They say that it is sometimes difficult to get one confirmed source and that the intent of the state is to "stick" them with the cost of anti-strip additives. They feel that not knowing if the additives are needed and sticking them with any possible cost will increase all bids and add this cost to the contract.

The use of salvaged guard rail materials was discussed. They were informed that some rail might be primed, not galvanized and that most median posts are probably 5'4". I also said that the bolts would have to be slotted. I have since then notified all contractors that I was in error and that salvaged bolts can be used. It was asked if there is not enough salvagable rail on the project could a contractor buy salvaged rail from the state and if so, at what cost. Mr. Gix said he thought so and the price would be approximately 20% of the new price.

The Iowa System overlay specification was read and questions were few. The main one is will the thickness be uniform or will there be additional material used to adjust grades, etc. I answered that the grades seem good and that generally the thickness would be close to the nominal. Also there was some talk about compression joint seals at the Colstien structure. One person wanted to install the seal in two pieces with the joint under the median barrier. It was shown that the median barrier will be open over the joint.

Everyone looked at the proposed detour plans. Discussion was light but it was agreed that the state would look favorably on extending the detour southerly so excavation of the summit cut could be done with the traffic moved. It was emphasized that additional traffic control for the contractors benefit would be paid by the contractor.

The summit cut was discussed. I said that the plan quantities were close to correct and the line drilling amounted to 4,600-4,800 feet along the road bed. The cross sections in my office show the proposed neat sections, but these sections had not yet been approved.

There was a question on the ME inlets as to when they were to be modified or when they were to be new work. I explained that some pipes were quite deep and that by breaking the existing inlet to the elevation of the bottom of the ME, a lot of work will be saved.

The meeting ended with a general discussion, mostly of things already covered. The only new comment was that this project will be a problem in scheduling all of the work.

WHM/sh

cc:J.Gix
P.Gallaway
R.Whitby
E.Purdy
C.T.Keasey

CONTRACTORS

NAME	REPRESENTING
Mike Flanigan	J.C.Compton
Joe Hall	Peter Kewit & Sons
Dick Klimker	Peter Kewit & Sons
Jim Lambie	R.L.Houck Construction
Roy Houck	R.L.Houck Construction
John Compton	J.C.Compton
Bob Hatch	R.A.Hatch Co.
Tom Babler	Babler Bros.
Harvey Cooper	Babler Bros.
Gale Schwidson	Babler Bros.
Dave Edwards	Joint Ventures, Inc.
Chris Scarrat	Hop Sing Corp.
Otis Jordan	S.D.Spencer & Sons
Edward Isto	S.D.Spencer & Sons
George Spencer	S.D.Spencer & Sons
Paul J.Bosuyk	J.H.McEwen Construction
J.H.McEwen	J.H.McEwen Construction
Don DeHaven	J.H.McEwen Construction
Dale Lininger	M.C.Lininger & Sons, Inc.
Author Dorris	Apex Fence Co.
W.Faus	Apex Fence Co.

O.S.H.D.

NAME	POSITION
Jim Cix	Region Construction Engineer
P.Gallaway	Specifications
R.Whitby	Sr.Designer
Wm.H.Maude	Resident Engineer
Earl Purdy	Resident Engineer
Vern Neiswanger	Asst. Resident Engineer
Wm.McKern	Sr.Inspector

DES 9-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 11, 1977

FILE: LOC 17

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: A. D. Olson
Preliminary Design Engineer

SUBJECT: Truck Escape Ramp
S. Ashland Interchange-
Wall Creek Section
Pacific Highway
Jackson County

This will acknowledge your January 5, 1977 memo regarding an informational sign in the brake check area concerning the above subject.

It is the opinion of this office that there is not a need for a sign of this type and it would be expensive to maintain at this location because of the adverse weather conditions.

Signing included in the proposed construction plans for northbound traffic calls for advance "BRAKE TEST AREA" and break point signs, three advance 6% downgrade signs, and three advance "TRUCK ESCAPE RAMP" signs and break point sign.

It is felt that this signing is more than adequate warning for these conditions.

as/kdo/cw

cc L. E. George

1 Versteeg ✓
2 Olson ADO
[illegible]
Scott
Swenson
Savage

RECEIVED
JAN 13 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8472 18.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 11, 1977

FILE:

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

TO: Gordon Beecroft
Research Engineer

SUBJECT: Evaluation of Truck Escape
Ramp Characteristics
S. Ashland-California Line Section
Pacific Highway
Jackson County

NOTED
E. S. HUNTER

We have reviewed and approve the proposed Category II work plan for evaluation of the truck escape ramp as submitted to us on December 23, 1976. The results obtained from this evaluation are necessary to evaluate the effectiveness of the arrester bed design.

In addition, valuable information will be gathered for future designs of truck escape ramps.

We recommend that FHWA approval of the plan be obtained and steps taken to implement the plan as outlined.

DOC:jh
cc: E. S. Hunter
A. D. Olson

RECEIVED
STATE HWY ENGR
JAN 11 '77
REFER TO
FOR

[illegible]	Invg	[illegible]	D/R	Sign	Att	File

Salem, Oregon
January 5, 1977

A Olson
A. D. Olson
Preliminary Design Engineer

A. E. Shirley, Jr.
Region 3 Engineer

Truck Escape Ramp
S. Ashland Interchange--
Wall Creek Section
Pacific Highway
Jackson County

At such time as the subject project is completed, it would seem desirable to provide truck drivers with as much advance information as practical concerning the escape ramp. In addition to the standard directional escape ramp signs, possibly an informational sign board, installed in the brake check area at the summit, would be appropriate.

The Traffic Section is considering placing informational notices in trucking industry publications and suggest that an informational sign board, if installed, would more properly come under regional responsibility. The cost of this proposal could be included in the contract as a State force item.

The attached drawing is one proposal for an informational sign that might communicate the desired message. Your comments and suggestions would be appreciated.

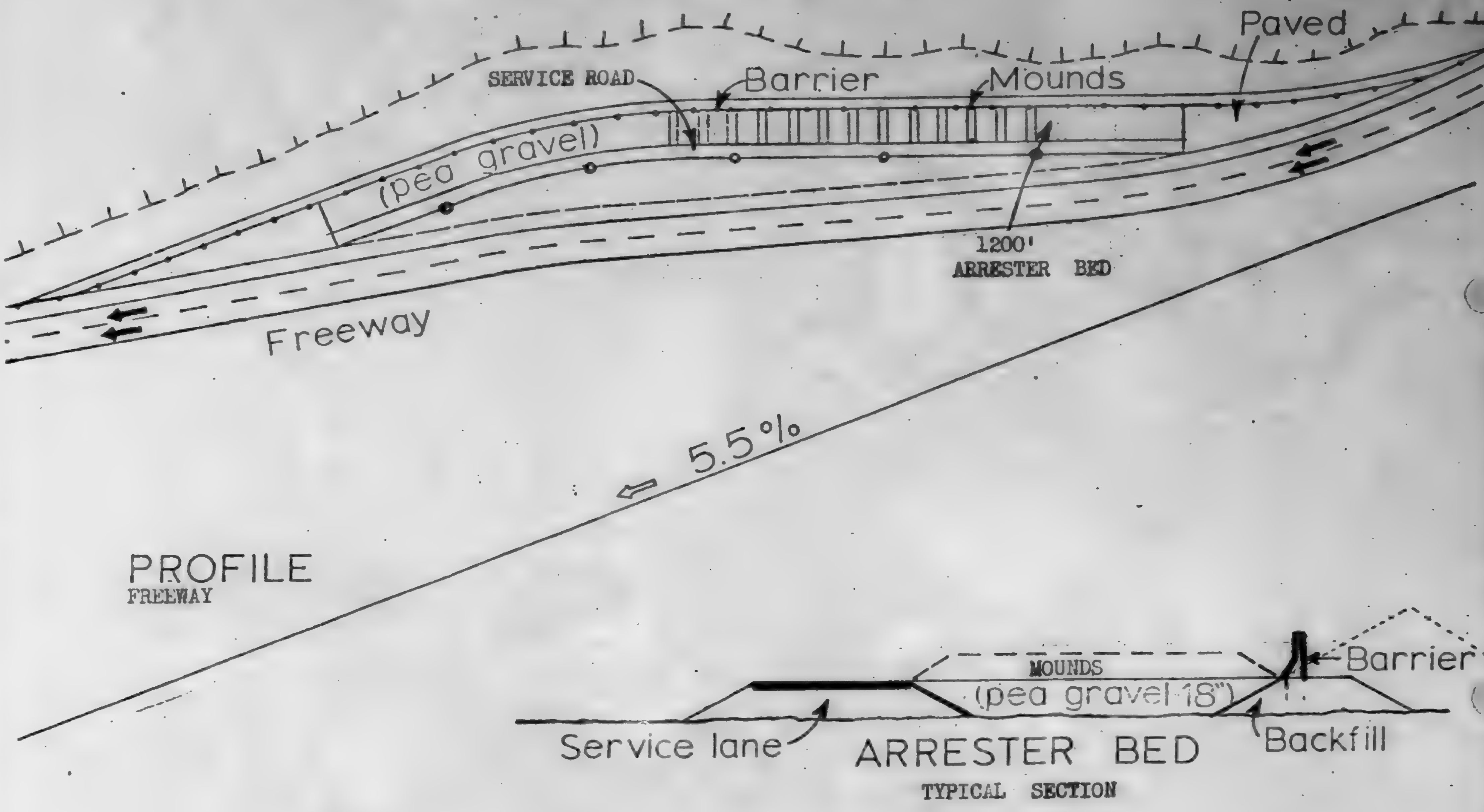
MK:az

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JAN 0 5 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

TRUCK ESCAPE RAMP

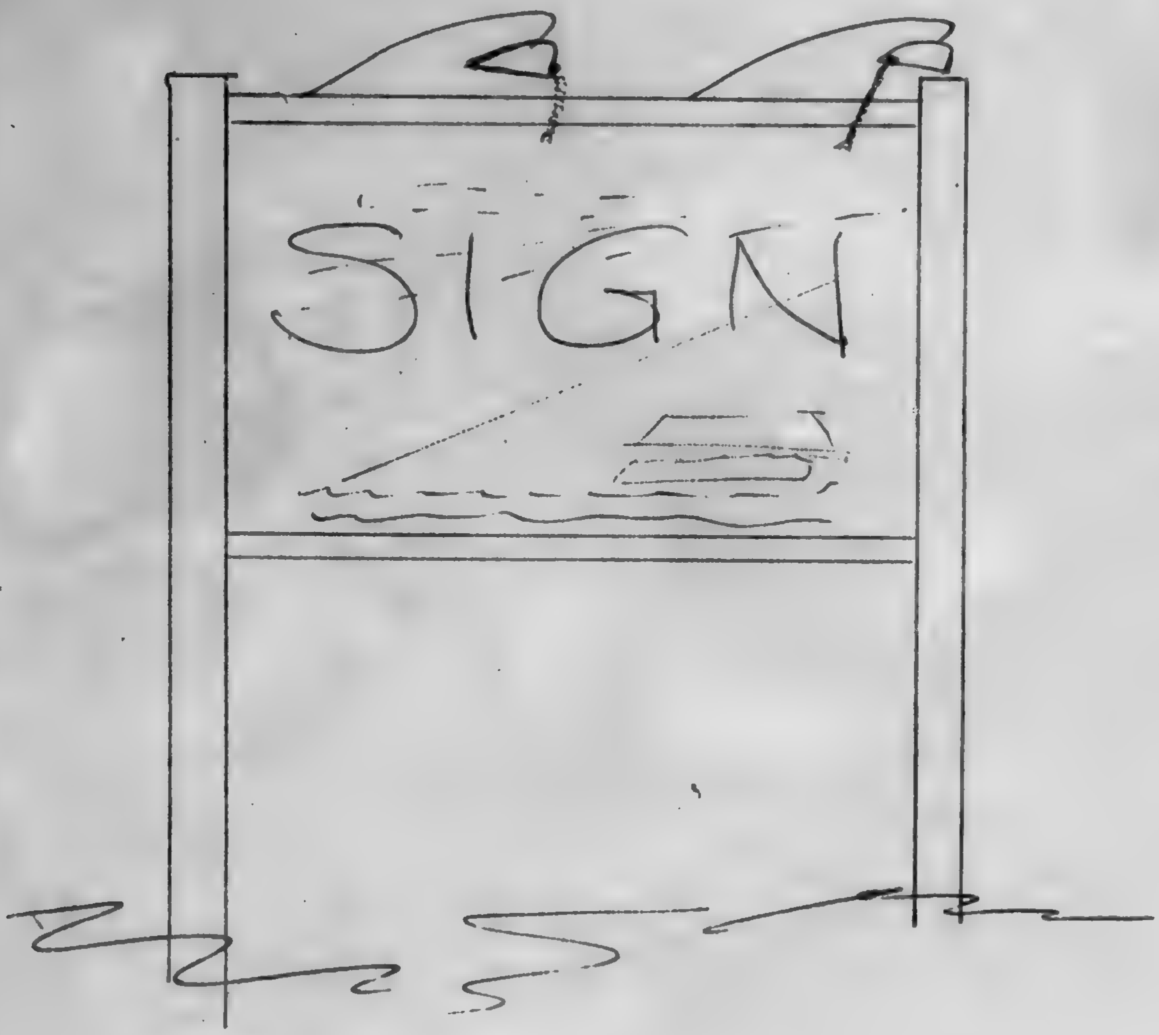

SERVICE ROAD
Barrier
Mounds
Paved
(pea gravel)
1200'
ARRESTER BED
Freeway
5.5%
PROFILE
FREEWAY
MOUNDS
(pea gravel 18")
Barrier
Service lane
Backfill
ARRESTER BED
TYPICAL SECTION

THE FREEWAY AHEAD HAS 7 MILES OF 6 % DOWNGRADE AND MANY 45 MPH CURVES.

FOR YOUR SAFETY THE ESCAPE RAMP IS LOCATED 5 MILES FROM THIS BRAKE CHECK AREA AND ½ MILE BEFORE THE REST AREA - TOURIST INFO. CENTER. SEE SKETCH ABOVE.

Sign text = Type C (black on white)
Letters = "C" (2" to 3")

Illuminated at night



Estimated Cost :
Approx $1000
+ power

PROPOSED SIGN

8472 1-5-77 73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-F-5-1(91)000

STATE PROJECT NO. See below

COUNTY NAME Jackson

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70010

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
FEB 2 '77
REFER TO
Rulien
FOR

Info	Inve	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 11-23-76

DATE AUTHORIZATION EFFECTIVE 1-5-77

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"South Ashland Interchange - California State Line."

GENERAL DESCRIPTION OF WORK:

Revised PS&E.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-3-77 letter, I approve the revised PS&E.

A signed Title sheet covering revised plans is returned herewith.

DATE 1-5-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-035

8472 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 22, 1976

FILE:

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILE

SUBJECT: S. Ashland Interchange--
California State Line
Pacific Highway
Jackson County

Computations for hauling Rocky Material from Summit cut (northbound lanes) to Neil Creek Slide Area (5.65 miles).

Estimate: ~~to~~ To haul 48,000 c.y. 5.65 miles

Alternate #1--Legal haul to Neil Creek Slide Area--End dump from highway--construct berm with Cat.

48,000 yd^3 x 5.65 miles x $0.50/$yd^3$ miles	= $135,600.00
Cat time to construct berm 1,500 hrs. x $52.12/hr.	= $ 78,180.00
	$213,780.00

Alternate #2--Legal haul to Neil Creek Slide Area--Pioneer truck road to toe of slope, dump in place and final shape with Cat.

48,000 yd x 5.65 miles x $0.60/$yd^3$ miles	= $162,720.00
Cat time to shape berm 500 hr. x $52.12/hr.	= $ 26,060.00
	$188,780.00

Alternate #3--Haul to Waste Area (1 mile haul)--Use "Off-highway" rigs--some Cat time for shaping waste.

48,000 x 1 x $0.15/yd mile	= $ 7,200.00
Cat time 250 hrs. x $52.12/hr.	= $13,030.00
	$20,230.00

NOTE: These prices were received from Cost Analysis this date.

WEC:az
cc: Ed Johnson
Fred Yarbrough
C. G. Swenson

/ Versteeg X
Olson
L Ch[illegible]n Dec
Scott
Swenson
Savage
Trout

RECEIVED
DEC 22 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DIVISION

TO: Duane Christensen

SUBJECT: Truck Escape Ramps - Siskiyou & Willamette

FROM: John Jenkins

DATE: 12/14/76

Samples were taken from the Willamette escape ramps to determine if the alleged deficiencies in the aggregate in their ability to stop trucks had any bearing on the compliance of the material with specs. Samples were taken at the upper end of the ramps in areas assumed to be nearly as-constructed and in the lower part of the ramps in areas known to be churned up by the entry and exit of trucks. The fracture of the gravel and shape factors are assessments of representative portions of the material retained on each sieve. No evaluation was made of the material on the 3/4 sieve since it consisted of 3-4 rocks. 1 rock with a fractured face would indicate about 25% fractured, and a 100 lb ~~sa~~ sample might not have this amount of fractured rock on the 3/4 sieve at all. The shape considerations we included in our suggested specs for Siskiyou are in "% Elong" and "% Flat." The percentages shown in these columns suggest that the matl in the Willamette ramps would be way outside the suggested Siskiyou

John Jenkins
(SIGNATURE)

PLEASE REPLY HERE

specs. Also, the fracture limit in the Siskiyou spec would have been greatly exceeded, even though the material was "natural gravel" and was only sized by seiving and not crushed at the plant. We would therefore have to back off on the limits suggested for shape and fracture. They are probably not reasonable.

By way of trying to get a handle on the ability of truck tires to bury themselves in 3/8-10 vs 3/4-3/8 gravel, we are fabricating 1ft x 3ft x 3ft beds of the two sizes of spec. gravel (and as-constructed Willamette) and we will drop a "Kelly Ball" into each bed and determine its penetration, wet and dry. We'll have answers by the end of the week.

(alternate to slump cone)

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3660

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER
76-19203

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
Highway: Willamette
Contract No.:
County: Lane
Contractor:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Date Sampled: 12-7-76
Sample No.: 1
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Upper (Salt Cr. End) Escape Lane
REMARKS: Hole between arrestor piles
Top of hole
Weather
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30 ☑ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum	Percent Passing	Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
1	0	0	100	By wt	By wt	By wt	By wt	By wt	By wt	By wt
3/4	4	4	96	0	0	0	0	0	0	0
1/2	58	62	78	3.2	12.8	19.2	40.5	1.9	15.8	6.4
3/8	15	87	13	12.1	11.8	17.8	23.1	3.4	18.2	13.7
1/4	11.6	98.6	1.4	11.8	10.2	19.4	33.1	1.9	10.5	11.0
4	0.3	98.9	1.1							
10	0.2	99.1	0.9							
40	0.2	99.3	0.7							
200	0.6	99.1	0.1							
P200	0.1	100								
					L>2D				L<2D	

Total wt. of sample = 18.96kg

☐ OSHD Asphalt . . . . . ____%
☐ T-27 P#10 of P¼ . . . ____%
☐ T-11 P200 . . . . . ____%

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $13.00

cc: ☐ FHWA
☐ Construction Engineer
☒ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files
Jenkins
Road Design

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-73

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER
76-19204

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
Highway: Willamette
Contract No.:
County: Lane
Contractor:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Date Sampled: 12-7-76
Sample No.: 2
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Upper (Salt Cr End) Escape Lane
REMARKS: Hole between arrestor piles
Bottom of hole
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☒ T-27 ☐ T-30				☒ OSHD % FRACT	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture						
1"	0	0	100	By Wt	By Wt	By Wt	By Wt	By Wt	By Wt	By Wt
3/4	2	2	98	0	0	0	0	0	0	0
1/2	53	55	45	4.5	4.8	25.5	36.5	6.2	11.2	11.3
3/8	26	81	19	12.3	5.0	14.8	32.5	5.5	17.2	10.7
1/4	16	97	3	14.49	9.9	23.2	34.1	2.0	6.6	9.8
4	1.4	98.4	1.6							
10	0.3	98.7	1.3							
40	0.2	98.9	1.1							
200	0.3	99.2	0.8							
P200	0.8	100								

Total wt. of sample = 19.19 Kg
☐ OSHD Asphalt . . . . %
☐ T-27 P#10 of P¼ . . . . . . %
☐ T-11 P200 . . . . %

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐
REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $ 43 00

cc:
☐ FHWA
☐ Construction Engineer
☒ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files
Jenkins
Road design

Engineer of Materials

SP*70736-75

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3000

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER 76-19205

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
County: Lane
Highway: Willamette
Contract No.:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Contractor:
Date Sampled: 12-7-76
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Sample No. 3
Quantity Represented
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Upper (Salt Cr End) Escape Lane

REMARKS: Hole approx ½ way toward bottom
Top of hole

Weather
Avg. thickness

L.L. ______%
P.I. ______%
P#10 of P¼ ______%
Fracture ______%
S.E. ______
F.F. ______
Asphalt ______%

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30

Sieve Size	Percent Retained	Percent Accum	Percent Passing	☑ OSHD % FRACT Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
1	0	0	100	By wt	By Wt	By Wt	By Wt	By Wt	By Wt	By Wt
3/4	5	5	95	0	0	0	0	0	0	0
1/2	45	50	50	5.2	4.9	21.1	39.8	8.7	12.3	8.0
3/8	28	78	22	10.2	6.2	12.0	50.9	2.6	12.6	5.6
1/4	17	95	5	9.4	4.7	27.8	37.5	1.4	5.7	13.5
4	2	97	3							
10	1	98	2							
40	0.3	98.3	1.7							
200	0.6	98.9	1.1							
P200	1.1									

Total wt. of sample = 19.3 Kg
☐ OSHD Asphalt ______%
☐ T-27 P#10 of P¼ ______%
☐ T-11 P200 ______%

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $ 13.00

cc:
☐ FHWA
☐ Construction Engineer
☒ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files 1
Jenkins
Road design

______
Engineer of Materials

SP*79756-734

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

Oregon State **HIGHWAY DIVISION** **Materials Section** Form 61-734-3980	**SAMPLE DATA** **AND** **LABORATORY TEST REPORT** ☒ **AGGREGATE** ☐ **BITUMINOUS MIXTURE**	Data Sheet No.: None LABORATORY REPORT NUMBER 76-**19206**

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps

Prefix No.: 20-1080

Contract No.:

County: Lane

Highway: Willamette

Res. Engr.: J. Jenkins

F.A. Proj. No.:

Contractor:

Date Sampled: 12-7-76

Submitted by: Russ Chandler

Sampled by: Russ Chandler

Sample No.: 4

Quantity Represented:

Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Upper (Salt Cr End) Escape Lane

REMARKS: Hole approx ½ way toward bottom

Bottom of hole

Weather

Avg. thickness

L.L. ______ %

P.I. ______ %

P#10 of P¼ ______ %

Fracture ______ %

S.E. ______

F.F. ______

Asphalt ______ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS: ☐ T-11 ☑ T-27 ☐ T-30

☑ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
1	0	0	100	By wt	By wt	By wt	By wt	By wt	By wt	By wt
3/4	6	6	94	0	0	0	0	0	0	0
1/2	59	65	35	6.8	3.8	23.9	48.8	3.0	12.4	1.4
3/8	26	91	9	8.9	6.8	21.6	39.4	1.4	7.9	13.9
1/4	8	99	1	17.4	11.0	14.9	42.6	1.3	6.3	6.6
4	0.1	99.1	0.9							
10	0.1	99.2	0.8							
40	0.1	99.3	0.7							
200	0.1	99.4	0.6							
P200	0.6									

Total wt. of sample = 16.24 kg

☐ OSHD Asphalt . . . . . . ______ %

☐ T-27 P#10 of P¼ . . . . . ______ %

☐ T-11 P200 . . . . . . ______ %

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received 12-8-76

REMARKS:

Date Reported

Lab. Charges $ 15.00

cc:
- ☐ FHWA
- ☐ Construction Engineer
- ☒ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Geology and Soils
- ☐ Reg. Geologist
- ☐ Files

Jenkins

Road design

____
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-734

Oregon State
HIGHWAY DIVISION
Materials Section
Form 61-734-3660

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER 76-19207

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
Highway: Willamette
Contract No.:
County: Lane
Contractor:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Date Sampled: 12-7-76
Sample No. 5
Quantity Represented
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Oak Ridge end Escape Lane
REMARKS: Hole next to arrestor piles
Top of hole
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30

☑ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
1	0	0	100	By wt	By wt	By wt	By wt	By wt	By wt	By wt
3/4	3	3	97	0	0	0	0	0	0	0
1/2	51	54	46	14.2	3.1	24.0	42.0	4.1	7.8	4.8
3/8	26	80	20	9.9	2.2	28.4	34.5	3.5	8.7	12.9
1/4	17	97	3	10.2	5.1	33.5	34.8	1.4	5.1	10.0
4	1.2	98.2	1.8							
10	0.4	98.6	1.4							
40	0.7	99.3	0.7							
200	0.6	99.6	0.4							
P200	0.4	100								

Total wt. of sample =
☐ OSHD Asphalt . . . . . %
☐ T-27 P#10 of P¼ . . . . %
☐ T-11 P200 . . . . . %

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $ 13.00

cc:
☐ FHWA
☐ Construction Engineer
☒ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files
Jenkins
Road design

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-734

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER №19208

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
Highway: Willamette
Contract No.:
County: Lane
Contractor:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Date Sampled: 12-7-76
Sample No. 6
Quantity Represented
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Oak Ridge and Escape Lane
REMARKS: Hole next to arrestor piles
Bottom of hole
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30 ☑ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
				By wt	By wt	By wt	By wt	By wt	By wt	By wt
1	0	0	100							
3/4	5	5	95	0	0	0	0	0	0	0
1/2	48	53	47	13.0	3.0	17.1	54.7	2.3	7.5	2.5
3/8	26	79	21	11.8	4.0	35.4	33.4	2.5	6.2	6.9
1/4	16	95	5	6.0	1.7	54.9	43.0	1.5	7.0	6.0
4	1.4	96.4	3.6							
10	1.1	97.5	2.5							
40	0.4	97.9	2.1							
200	0.7	98.6	1.4							
P200	0.4	100								

Total wt. of sample = 19.37

☐ OSHD Asphalt . . . . %
☐ T-27 P#10 of P¼ %
☐ T-11 P200 %

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $ 43.00

cc:
- ☐ FHWA
- ☐ Construction Engineer
- ☒ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Geology and Soils
- ☐ Reg. Geologist
- ☐ Files

Jenkins
Road design

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-734

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3000

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER 76-19209

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
Highway: Willamette
Contract No.:
County: Lane
Contractor:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Date Sampled: 12-7-76
Sample No.: 7
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Oak Ridge end Escape Lane
REMARKS: Hole approx Distance from end of Lane
Top of hole
Weather
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30 ☑ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
1	0	0	100	By wt	By wt	By wt	By wt	By wt	By wt	By wt
3/4	6	6	94	0	0	0	0	0	0	0
1/2	51	57	43	9.1	2.8	24.4	43.9	6.3	13.5	0.0
3/8	28	85	15	12.0	5.8	33.3	32.2	3.6	5.3	7.8
1/4	12	97	3	14.5	0.7	34.8	42.3	0.5	3.6	3.7
4	1	98	2							
10	0.5	98.5	1.5							
40	0.4	98.9	1.1							
200	0.3	99.2	0.8							
P200	0.8	100								

Total wt. of sample = 17.17 Kg

☐ OSHD Asphalt ____%
☐ T-27 P#10 of P¼ ____%
☐ T-11 P200 ____%

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $ 13.00

cc:
☐ FHWA
☐ Construction Engineer
☑ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files
Jenkins
Road design

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-734

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3680

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: None
LABORATORY REPORT NUMBER
76-19210

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Comparative Study: Agg beds of emerg. Truck Off Ramps
Prefix No.: 20-1080
Highway: Willamette
Contract No.:
County: Lane
Contractor:
Res. Engr.: J. Jenkins
F.A. Proj. No.:
Submitted by: Russ Chandler
Sampled by: Russ Chandler
Date Sampled: 12-7-76
Sample No.: 8
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Oak Ridge end Escape Lane
REMARKS: Hole approx half Distance from end of Lane Bottom of hole
Weather
Avg. thickness

L.L. ______%
P.I. ______%
P#10 of P¼ ______%
Fracture ______%
S.E. ______
F.F. ______
Asphalt ______%

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30 — ☑ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture	Percent Elong.	Percent Round	Percent Oval	Percent Triangle	Percent Flat	Percent Trapezoid
1	0	0	100	By Wt	By Wt	By wt	By wt	By wt	By wt	By wt
3/4	5	5	95	0	0	0	0	0	0	0
1/2	50	55	45	11.6	1.7	30.3	39.8	0.7	12.3	3.7
3/8	30	85	15	13.0	3.9	27.6	41.9	0.8	5.0	7.8
1/4	12	97	3	16.1	4.1	24.5	47.0	0.6	1.9	5.9
4	1.1	98.1	1.9							
10	0.5	98.6	1.4							
40	0.3	98.9	1.1							
200	0.3	99.2	0.8							
P200	0.8	100								

Total wt. of sample = ______
☐ OSHD Asphalt . . . . . ______%
☐ T-27 P#10 of P¼ . . . . ______%
☐ T-11 P200 . . . . . . ______%

REMARKS

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Received 12-8-76
Date Reported
Lab. Charges $43.00

cc:
☐ FHWA
☐ Construction Engineer
☒ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files
Jenkins
Road design

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79736-734

Bill Smith :   12/19/76

Re truck escape ramp dynamic tests (Kelly Ball dropped into bed of escape ramp aggregate): We want to determine the effect of 3/8"-#10 gradation vs 3/4"-3/8" gradation and how it is affected by moisture content. We want to do this with the least expense of testing. Gordon Beecroft and I believe this can be done by testing in the following order:

1. 3/8 - 10 dry
2. 3/8 - 10 wet
3. 3/4 - 3/8 dry (Willamette gradation - avg 20% P 3/8)
4. 3/4 - 3/8 wet (" " " ")
5. 3/4 - 3/8 dry (spec. material - 7% P 3/8)
6. 3/4 - 3/8 wet (" " " ")

Run tests 1 and 2. If there is very little difference in the result (penetration), run only 3 and 5 in addition. If the effect of moisture is significant, run 3, 4, 5 and 6.

The charge for these tests should be 615-1901-910.

cc. G.W. Beecroft, D.O. Christensen.

1 Versteeg
Olson
2 Christensen Don
Scott
3 Swenson
Savage

RECEIVED
DEC 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8472 15

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 14, 1976

FILE: NOTED E. S. HUNTER

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Ashland-California State Line Section
Pacific Highway
Jackson County
Neil Creek Truck Escape Ramp

copy in 7-4
Ira

A review of the slope stability at the subject location has been made by Mr. Yarbrough and is attached. This report was reviewed with Mr. Yarbrough by A. Olson, L. L. Wallace and myself on Friday, December 10, 1976. Based on this review the berm behind the wall will be minimized by tapering it out from Station 297+00 to Station 293+00.

The safety factor of the slope against sliding is approximately 1.06 at the present and would not change appreciably with the construction of the truck escape ramp according to Mr. Yarbrough. To increase the slope stability a rock toe inlay would have to be installed along with a 40 foot thick rock blanket. If rock material from the summit cut were utilized to provide a complete slope stabilization design the cost would approximate $500,000.

A smaller scale slope stabilization design is being developed by Mr. Yarbrough. This will utilize the material from the summit cut on the northbound lane side. Instead of hauling this material around to the waste disposal site on the southbound lane side we will haul it down to the truck escape ramp site and use it to help stabilize the potential slide area. This can be done at very little extra cost if any to the project.

The estimated cost of the truck escape ramp is $300,000±. Four hundred feet of the 1,200 feet arrester bed lies in this slide area.

Based on the following, it is recommended that we proceed with the design and construction of the truck escape ramp utilizing a down scoped slope stabilization design:

1. Uncertainties and impossibility of evaluating existing stability conditions.
2. High cost of stabilization work in relation to investment protected. Assuming slide would only affect the last 400 feet of the arrester bed and the exit ramp from the bed.
3. The total length of the bed more than likely will not be required. If this were the case and a localized slide occurred at the end a new exit could be constructed for far less than the full scale stabilization work.

The above concept was reviewed by Mr. E. S. Hunter and tentatively approved by Mr. Tom Lowe by telephone on Friday, December 10, 1976, and Monday, December 13, 1976.

DOC:az
cc: E. S. Hunter
F. E. Terpin
A. E. Shirley, w/attach.
F. W. Yarbrough
L. L. Wallace
A. D. Olson
T. Lowe, FHWA, w/attach
W. E. Cole

RECEIVED
STATE HWY ENGR
DEC 14 '76
REFER TO
FOR

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 9, 1976

Marlowe Krohn

FROM: Marlowe Krohn
Senior Designer

SUBJECT: Proposed Truck Escape Ramp--Siskiyou Mountains

TO: MEMO TO THE FILES

During our recent phone conversation, the following comments were made by Harry Oswald concerning truck escape ramps:

1. According to wrecker operators, experienced in the removal of trucks from the Emigrant Hills escape ramps, wrecker anchors should be located on the opposite side of the service road from the arrester bed. A spacing of 300 feet is satisfactory.

2. An information board should be installed in the brake check area to provide truck drivers with appropriate information on the escape ramp, such as: a vicinity drawing showing highway alignment and the escape ramp geometrics; the distance from the brake check area to ramp exit; and, a brief explanation of the purpose of the arrester bed and mounds.

MK:az
cc: Harry Oswald

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

cc: L.E. George
AZ G.E. Shirley
12/9/76

RECEIVED
DEC 0 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up / /
Other

8472 11-29-76 1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I-F-5-1(91)000
STATE PROJECT NO.	See below
COUNTY NAME	Jackson
PROGRAM NO.	
ITEM NO.	70010
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	11-23-76
DATE AUTHORIZATION EFFECTIVE	11-23-76
FEDERAL ROUTE NUMBER	Interstate 5
STATE ROUTE NUMBER	Primary 1

GENERAL LOCATION:
"South Ashland Interchange, California State Line"

GENERAL DESCRIPTION OF WORK:
Paving, signing, Code 6201, X081, X281 and X781 Miles 11.446

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Perm. pavement striping (SF)	8,000
Stage const. striping (SF)	21,000
Temp. erosion control (EW)	15,000
On-the-job training (EW)	5,600
Class 3 preparation of bridge decks	7,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's November 22, 1976 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,873,273 Federal funds $7,261,233.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-76		Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING

8472

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 26, 1976

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Material Source
S. Ashland-California State Line
Pacific Highway (I-5)
Jackson County

The Jackson County Planning Commission's approval for use of the Siskiyou Summit material source on the South Ashland-California State Line Project was dependent on making peace with the adjacent property owners. The Region was able to get their approval based on a commitment that the Highway Division would be responsible to the property owners for any property damage or loss of wells.

I have discussed this informally with the Area Engineer and he is in agreement that any damage payments that are an outgrowth of this project would be considered a normal part of the highway construction project and they would participate at the normal rate.

If you concur in this commitment, we will revise the project specifications and prepare an ad for a December bid opening.

JHV:jh
cc: Jack Sollis
J. X. Wilson
C. G. Swenson

RECEIVED
STATE HWY ENGR
OCT 27 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-76

1 Versteeg
Olson
2 Christensen Don
Scott
Jh Copy Swenson
Savage
Trout

RECEIVED
OCT 28 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

8472

1-5

Salem, Oregon
October 21, 1976

Floyd O. Scott
R/W Description Engineer

E. C. Purdy
Resident Engineer
Medford, Or.

Siskiyou Summit Quarry
So. Ashland - Calif. State Line Sect.
Pacific Highway
Jackson County
Re: Referencing of E¼ Cor., Sec. 32

Enclosed please find a sketch map showing the referencing of the E¼ Cor., Sec. 32, T. 40 S., R. 2 E., W.M. as requested by John Schwab of the BLM Office in Medford. Refer to letter dated 7-28-76, Trout to Shirley, Region Engineer.

BY: Mel
Mel Jacobsen
Engineer Draftsman

MJ:md

Attach.

8472 1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 26, 1976

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Material Source
S. Ashland-California State Line
Pacific Highway (I-5)
Jackson County

The Jackson County Planning Commission's approval for use of the Siskiyou Summit material source on the South Ashland-California State Line Project was dependent on making peace with the adjacent property owners. The Region was able to get their approval based on a commitment that the Highway Division would be responsible to the property owners for any property damage or loss of wells.

I have discussed this informally with the Area Engineer and he is in agreement that any damage payments that are an outgrowth of this project would be considered a normal part of the highway construction project and they would participate at the normal rate.

If you concur in this commitment, we will revise the project specifications and prepare an ad for a December bid opening.

RECEIVED
STATE HWY ENGR
OCT 27 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-76

JHV:jh
cc: Jack Sollis
J. X. Wilson
C. G. Swenson

S. Ashland Intchge. -California State Line Section

SECTION 106 - CONTROL OF MATERIALS

106.03 Furnishing Material from Outside Sources - All required riprap, aggregate and rock protection material shall be obtained from a mandatory source known locally as Summit Quarry and located adjacent to Old Highway 99 in Sections 32 and 33; T. 40S., R2EWM.

Development of this source shall be as shown on the plans and in conformance with the following:

1. Overburden and topsoil materials shall be temporarily stockpiled where indicated and shall be placed on cut slopes where indicated or directed.

2. Each blast in the quarry shall be limited to a maximum of one hundred 3-inch diameter holes on 9' x 9' spacing, 40-foot depth, loaded with explosives which will provide a loading factor of approximately 0.67 lb. per cubic yard of material. Blasting shall be accomplished using a delay system and a sequential blasting machine.

3. Secondary shooting, if required, will be accomplished by drilled holes and small individual charges. Mud capping will not be permitted.

4. The contractor shall have a certified blasting expert on the project at all times when drilling and blasting operations are being performed.

5. Modifying the provisions of subsection 107.14 of the Standard Specifications, the State will assume responsibility up to a maximum of $25,000 for any damages to buildings or wells located on nearby properties belonging to Mr. & Mrs. Albert T. King, Mr. & Mrs. Michael Yandorf and Mr. & Mrs. A. R. Seiber, providing all blasting is performed in accordance with the provisions set forth in paragraphs 2, 3 and 4 above. All damages to any property including property of those persons specifically named above will be the responsibility of the contractor if caused by the contractor's negligence in performance of blasting work. It shall be understood this modification applies only to blasting in the Summit Quarry and the contractor shall be responsible for all damages resulting from the use of explosives at other locations on the project.

6. A rock crusher plant and an asphalt paving plant may be set up in the quarry at a location approved by the engineer. Upon completion of the project all equipment shall be removed from the area.

7. All haul roads shall be maintained in a dust free condition by application of a dust preventative material

8. All operations in the quarry shall be limited to daylight hours Monday through Saturday.

9. Except for temporary caretakers quarters no temporary residences for personnel will be permiited at the quarry or stockpile area.

10. Both the slopes and the remaining stockpiled materials shall be seeded and mulched in conformance with Section 681. Payment for seeding and mulching will be made as set forth in Section 681.

11. Except for seeding and mulching no separate or additional payment will be made for the costs involved in operating in and developing this source as specified. Payment for all costs will be understood to be included in payment made for the listed pay items.

106.13 Field Laboratory - A field laboratory will be required on this project.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.01 Laws to be Observed - In compliance with ORS 279.318, the following is a list of Federal, State and local agencies of which the Highway Division has knowledge that have enacted ordinances or regulations relating to environmental pollution and the preservation of natural resources that may affect the performance of State Highway Division contracts.

FEDERAL AGENCIES

- Agriculture, Department of
  - Forest Service
  - Soil Conservation Service

- Defense, Department of
  - Army Corps of Engineers

- Environmental Protection Agency

- Health, Education and Welfare, Department of

- Interior, Department of
  - Bureau of Sport Fisheries and Wildlife
  - Bureau of Outdoor Recreation
  - Bureau of Land Management
  - Bureau of Indian Affairs
  - Bureau of Reclamation

- Labor, Department of
  - Occupational Safety and Health Administration

- Transportation, Department of
  - Coast Guard
  - Federal Highway Administration

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 20, 1976

FILE: CON 5

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: S. Ashland-Calif. Line Sec.
Pacific Highway (I-5)
Jackson County

TO: J. H. Versteeg
Road Design Engineer

Attached is a signed copy of the agreement with property owners adjacent to our Summit Quarry which modifies and supplements the Conditional Use Permit issued by the Jackson County Planning Commission.

I have talked to Jack Sollis and Swenson and we three agree that for many reasons, including economics, the state should shoulder responsibility for property damage and water supplies rather than require the contractor to secure insurance for that purpose. Blasting insurance is very expensive and in this particular location, we feel the risk is minimal. Our responsibility would, of course, be contingent upon the contractor conducting his operations in conformance with plans and specs.

Would you let me know if there is anything more you need from us to assist in development of this material source.

jxw/cw
Attach.

cc Earl Purdy

1 Versteeg
Olson
2 Christensen
Scott
[illegible] Swenson
Savage
3 Trout

RECEIVED
OCT 25 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

AGREEMENT SUPPLEMENT

October 11, 1976

Mr. and Mrs. Albert T. King
Mr. and Mrs. Michael Yondorf
Mr. and Mrs. A.R. Seiber

The following supplements and becomes a part of the attached Agreement relative to activities in the Siskiyou Summit Quarry (Parcel 1).

1. The State of Oregon will require those blasting safeguards listed in the original agreement.

2. The State will make it mandatory that the contractor carry adequate insurance to cover any and all damage to structures caused by blasting procedures set up in the quarry. The State will also assist the property owners in securing proper recovery in the event damage is incurred.

3. Insurance coverage will also be required to cover costs of re-establishing water supplies that could possibly be affected by any blasting done by the contractor. Again, assistance will be given including determining if damage has been done and to what extent.

Very truly yours,

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JW/slc

cc: Jackson County Planning
Commission
J.H. Versteeg
Jack Sollis

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

LOC 17

October 6, 1976

Mr. and Mrs. Albert T. King
Mr. and Mrs. Michael Yondorf
Mr. and Mrs. A. R. Seiber

Re: S. Ashland-Calif. Line Sec.
Pacific Highway (I-5)
Jackson County

Ladies and Gentlemen:

This letter will document our agreement with respect to proposed operations in the quarry described as Site No. 1 in the Conditional Use Permit attached. This permit was issued by the Jackson County Planning Commission and is dated August 2, 1976.

It is agreed that light shooting will be done in strict compliance with the attached design which you were given previously. Contract plans and specifications will include provisions that will control contractor's activities to insure no violation of our agreement will occur. These provisions will include the hole spacing, blasting agent ratio and number of holes that will be permitted in each separate shot. The intent is to allow only the lightest shooting that will render the quarry material suitable for handling and crushing so that potential damage to existing water supplies will be minimized.

In addition, contract specifications will require that the contractor have a certified blasting expert on the project and that he provide monitoring equipment to measure shock near adjacent home sites.

By our signatures on the lines provided below, we indicate our agreement that the previously described blasting procedure meets the intent of and will become a part of the attached Conditional Use Permit under which the quarry will be operated.

Very truly yours,

J. X. Wilson
J. X. WILSON
Regional Construction Engineer

RECEIVED
1976

jxw/cw
Attach.

cc Jackson County Planning Commission ✓
J. H. Versteeg

Albert T. King
Mr. and Mrs. Albert T. King

Mr. and Mrs. Michael Yondorf

Albert R. Seiber
Mr. and Mrs. A. R. Seiber

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 20, 1976

TO J. H. Versteeg
Road Design Engineer

Gordon

FROM Gordon Beecroft
Research Engineer

SUBJECT Escape Ramp Calculations

Attached are calculations for the two proposed escape ramps on the South Ashland Interchange - Wall Creek Section of I-5. One would have to refer to the plans to determine where the mounds are located.

We feel that all of the assumptions made are on the safe side. A coefficient of rolling resistance of 0.2 has been used for the majority of the calculations. This is envisioned as a "worst case" value that might exist if the arrester bed became silted-up or had a frosted crust. We have assumed the mounds had 1:1 side slopes and that the top 1.5' was knocked off by the truck. We have assumed the density of the loose pea gravel to be 70 lbs per ft.^{3}. If more material is removed by the truck, or if the density is higher, the mounds would have more effect in stopping a truck. For the short stop alternative, with the mounds at the beginning of the ramp, we must assume that the mounds are rebuilt between each use.

Having the mounds at the beginning of the ramp will stop the truck more quickly according to our calculations. However, the need to keep the mounds reshaped would be more critical. Another concern is the possibility of the truck driving over the mound instead of passing through it. If this happened, it would be very hazardous at high speed.

GB:lt

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 21 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

South Ashland Interchange
Wall Creek Section

I-5 Escape Ramp MP 9

Grade = -5.5%
Assume friction factor 0.2
deceleration, a =
$-a = (.2 - .055)(32.2) = 4.67 \text{ ft/sec}^2$

Assume 85 mph initial velocity
0 mph final velocity

$$x = \frac{V^2}{2a} = \left[\frac{85(5280)}{3600}\right]^2 \frac{1}{2(4.67)}$$

$$= \underline{\underline{1664}} \text{ ft stopping distance}$$

Slowing in 850 ft;

$$V_f^2 = V_1^2 + 2ax$$
$$= \left[\frac{85(5280)}{3600}\right]^2 - 2(4.67)(8.50)$$

Final Velocity, V_f = 87 ft/sec. = $\underline{\underline{60 \text{ mph}}}$

Slowing in 1550 ft;

Final Velocity, $V_f = 32.6$ ft/sec. = 23 mph

Friction factor needed to stop in 800 ft. from 85 mph.

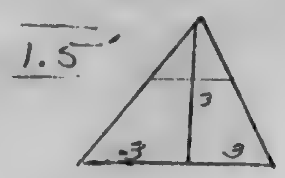
$$a = \frac{V^2}{2x} = \left[85\left(\frac{5280}{3600}\right)\right]^2 \frac{1}{2(800)} = 9.71 \text{ ft/sec.}$$

$$a = (ff - .055)(32.2) = 9.71$$

Friction factor, or coefficient of rolling resistance: $ff = .357$

Calculations for effect of mounds —

Assume mound has 1:1 slopes, cut off 1½ ft x 8 ft wide



$V = (1.5)(1.5)(8) = 18$ cu. ft.

Assume $\frac{70 \text{ lb}}{\text{ft}^3}$ for loose pea gravel

Mass = 39 slugs

Using the transfer of momentum: $M_T V_{Ti} = M_{TF} V_{TF} + M_m V_{TF}$

$$\left(\frac{80{,}000}{32.2}\right)(V_i) = \left(\frac{80{,}000}{32.2} + 39\right)(V_i - \Delta V)$$

$\Delta V = \frac{39 V_i}{2524}$ due to mound $= .01545\ V_i$

Assuming friction = 0.2, initial V = 85 mph. weight = 80,000 lb.:

If mounds set every 50 ft, after 850 ft of gravel

enter mound 1 @ 87 ft/sec. = V_{1e}

leave mound 1 @ 87 − 87(.01545) = 85.6 ft/sec = V_{1l}

$$V_{2e}^2 = (85.6)^2 - 2(4.67)(50)$$
$$= (85.6)^2 - 467$$

$V_{2e} = 82.8$ $V_{2l} = 81.5$ ft/sec.

$V_{3e} = 78.5$ $V_{3l} = 77.3$

$V_{4e} = 74.2$ $V_{4l} = 73.0$

$V_{5e} = 69.7$ $V_{5l} = 68.6$

$V_{6e} = 65.1$ $V_{6l} = 64.0$

$V_{7e} = 60.2$ $V_{7l} = 59.2$

$V_{8e} = 55.1$ $V_{8l} = 54.2$

$V_{9e} = 49.7$ $V_{9l} = 48.9$

$V_{10e} = 43.8$ $V_{10l} = 43.1$

$V_{11e} = 37.3$ $V_{11l} = 36.7$

$V_{12e} = 29.6$ $V_{12l} = 29.1$

$V_{13e} = 19.4$ $V_{13l} = 19.0$ ft/sec.

$V_{14e} = 0$ vehicle would stop before reaching 14th mound.

4/5

Assume mounds are spaced every 30ft starting @1120 ft from beginning of pea gravel.

If $V_f = 0$, $V_i^2 = 2ax$

$V_i = \sqrt{2(4.67)(1120)} = 102$ ft/sec

$V_i = \underline{\underline{70\text{ mph}}}$

Vehicle entering at 70mph would stop at reaching first mound

for entry at 85mph:

$$V_1^2 = \left[\frac{85(5280)}{3600}\right]^2 - 2(4.67)(1120)$$

$V_1 = 71.3$ ft/sec. $= 48.8$ mph at 1st mound.

enter mound 1 @ 71.3 ft/sec. $= V_{1e}$

leave mound 1 @ $V_{1\ell}$

$V_{1\ell} = 71.3 - 71.3(.01545)$

$= 70.2$

$V_{2e}^2 = (70.2)^2 - 2(4.67)(30)$

$= 10.21^2 - 280$

$V_{2e} = 68.4$ $V_{2i} = 67.3$ ft/sec

$V_{3e} = 65.2$ $V_{3\ell} = 64.2$

$V_{4e} = 61.9$ $V_{4i} = 60.9$

$V_{5e} = 586$ $V_{5\ell} = 57.7$

$V_{6e} = 55.2$ $V_{6l} = 54.3$
$V_{7e} = 51.7$ $V_{7l} = 50.9$
$V_{8e} = 48.0$ $V_{8l} = 47.2$
$V_{9e} = 44.1$ $V_{9l} = 43.1$
$V_{10e} = 40.0$ $V_{10.l} = 39.3$
$V_{11e} = 35.5$ $V_{11l} = 35.5$
$V_{12e} = 30.7$ $V_{12l} = 30.2$
$V_{13e} = 25.2$ $V_{13l} = 24.8$
$V_{14e} = 18.3$ $V_{14l} = 18.0$

$V_{14l} \approx 12$ mph.

Truck would stop in 35 ft. more on gravel arrester bed.

If Friction factor of 0.25 is assumed

if $ff = .25$

$$a = (.25 - .055)(32.2) = 6.28 \text{ ft/sec}^2$$

$$x = \frac{V^2}{2g} = \left[85\,\frac{(5280)}{3600}\right]^2 \frac{1}{2(6.28)} = \underline{\underline{1237 \text{ ft}}}$$

Truck would stop in 1237 ft without mounds

South Ashland Interchange
Wall Creek Section
Station 293 to 305

I-5 Escape ramp - short stop alternate

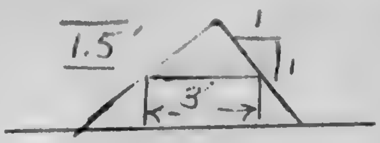
-5.5% Grade
Assume friction factor .2
$a = -4.67$ ft/sec^2

Assume initial velocity = 85 mph = 125 ft/sec.

after 100 ft.

$V_{100}^2 = (125)^2 - (2)(4.67)(100)$
$V_{100} = 121$ ft/sec.

Assuming 80,000 lb. truck removes top 1.5' of
mound - 8' long



loose pea gravel, assume
70 lb/ft^3

across mound $\Delta v = .0154\ V_i$
mounds set every 40 feet
enter mound 1 @ 121 ft/sec = V_{1e}
leave mound 1 @ 121 — 121(.0154) = 119 ft/sec = V_{1i}

$V_{2e} = (119)^2 - 2(4.67)\,40$

$= (119)^2 - 374$

$V_{2e} = 117.4 \qquad V_{2l} = 115.6$ ft/sec

$V_{3e} = 114.0 \qquad V_{3l} = 112.2$

$V_{4e} = 110.6 \qquad V_{4l} = 108.9$

$V_{5e} = 107.2 \qquad V_{5l} = 105.5$

$V_{6e} = 103.7 \qquad V_{6l} = 102.1$

$V_{7e} = 100.3 \qquad V_{7l} = 98.7$

$V_{8e} = 96.8 \qquad V_{8l} = 95.3$

$V_{9e} = 93.4 \qquad V_{9l} = 91.9$

$V_{10e} = 89.9 \qquad V_{10l} = 88.5$

$V_{11e} = 86.3 \qquad V_{11l} = 85.0$

$V_{12e} = 82.8 \qquad V_{12l} = 81.5$

$V_{13e} = 79.2 \qquad V_{13l} = 77.9$

$V_{14e} = 75.5 \qquad V_{14l} = 74.4$

$V_{15e} = 71.8 \qquad V_{15l} = 70.7$

$V_{16e} = 68.0 \qquad V_{16l} = 66.9$ ft/sec.

leave last mound @ 46 mph

$$V_x^2 = (66.9)^2 - 2(4.67)(x) = 0$$

$$x = \frac{(66.9)^2}{2(4.67)} = \underline{480\,ft}$$

It will stop very close to the end of the gravel bed.

9472

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: October 20, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-F-5-1(91)000
South Ashland Interchange-
California State Line
Jackson County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Rulien's October 14 memorandum, program item 70010 for "FAI" participation and 70010 for "F" participation (joint funding) is approved for inclusion in the Federal-aid program.

It should be noted that FAI participation for the subject project was approved under program item I-859 August 2, 1976, and since no authorization was requested, that date of approval is withdrawn under the provisions of FHPM 6-3-2.

The original PR-1 and subsequent PR-9 containing project and fiscal data are acknowledged.

C R Burghardt
for G. L. Green

CC:
OSHD (Laux)
" (Gifford)

RECEIVED
STATE HWY ENGR
OCT 21 '76
REFER TO
Rulien
FOR
Info | Inves. | R/D | D/R | Sign | Act | File ✓

8472 15

~~PRO 6-2~~

October 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Project No. I-F-5-1(91)000
S. Ashland Intchge.-California State Line Sect.
Jackson County

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for the subject project to add necessary prefix letter "F" to jointly finance the project with both Interstate and Consolidated Primary Funds.

JLG:ljt
Attachment

cc: D. E. Swan

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CTION NO.	10-14-76
TO W.O.	

BER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	I-5, California State Line, N 11.45 mi.		8,600	13,700	96	10	Oregon	41	042 010	70010

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
, Dr., HT Pave, 1-Str.								I-F-	5-1 (91)	000	

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

EDERAL FUNDS [1]	Interstate & Consolidated Primary	COUNTY NAME	Jackson	CODE 029

BAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Interstate	I	I-5	1	I-5

JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
		PE ROW CONST		ITEM AS NOW PRO-GRAMED (Safety)	859	I-5-1(91)000	"S. Ashland Intchge.- California State Line Section"	11.45	8,385,000	7,737,000	648,000	Gr., Dr., HT Pave, 1-Str. RR protective service as required.
							PROJECT TOTAL	11.45	8,385,000	7,737,000	648,000	
		PE ROW CONST		RE-QUESTED REVISION (Safety)	70010	I-F-5-1 (91)000	-Same as above-	(11.45) 11.45	(8,402,000) 8,385,000	(7,748,500) 7,734,000	651,000	-Same as above-
							PROJECT TOTAL	11.45	8,385,000	7,734,000	651,000	

or PR-9 has been submitted st 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-over-

plitting into two or more projects. Prepare a form PR-1 for all cts resulting from such action.

APPROVAL
ust 2, 1976

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 14, 1976	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Prog. Management Engr.	TITLE	TITLE

s transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48863-P61

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

10-14-76

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	(18) (20)	21 I-5, California State Line, N 11.45 mi. 65	ADT	8,600	13,700 (68) (70)	96 (71) (72)	10 (74) (75)	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	28 Gr., Dr., HT Pave, 1-Str. 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 I-F- 23	7 5-1 (91)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD				
4	CLASS OF FEDERAL FUNDS [1] Interstate & Consolidated Primary		COUNTY NAME Jackson	
	NAME OF URBAN AREA 17-31	F.A. SYSTEM Interstate	RTE NO. I	FEDERAL AID I-5 · STATE 1 (32)

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARA PROPO
1	(1 of 9)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED (Safety)	859	I-5-1(91)000	"S. Ashland Intchge.-California State Line Section"	11.45	8,385,000	7,737,000	648,000	Gr., Dr., HT RR protective required.
										PROJECT TOTAL	11.45	8,385,000	7,737,000	648,000	
5					PE ROW CONST		RE-QUESTED REVISION (Safety)	70010	I-F-5-1 (91)000	-Same as above-	(11.45) 11.45	(8,402,000) 8,385,000	(7,748,500) 7,734,000	651,000	-Same as abov
										PROJECT TOTAL	11.45	(18) 8,385,000 (23)	(24) 7,734,000 (33)	651,000	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:

-over-

DATE OF INITIAL APPROVAL: August 2, 1976

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 14, 1976	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Prog. Management Engr.	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

S. ASHLAND INTCHGE.-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-F-5-1(91)000

REASON FOR CHANGE:

(1) To jointly finance the project using Interstate and Consolidated Primary Federal Aid Funds. The overall length of the project is 11.45 miles which is financed with Interstate funds except Consolidated Primary Funds will be used for the extensive reconstruction work required for bringing the bridge decks listed under (6) in "Project Data" into an acceptable condition for an overlay.

(2) Change to most recent Interstate pro rata for federal funds.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ACTION NO.

D TO W.O.

FORM PR-9
(REV. 4-61)

10-14-76

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

UMBER (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

ER OF PROPOSED WORK (35 spaces) 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13

I PROJECTS ONLY

POSTMI. MI. (24) (26)	DESIG. 27

FEDERAL FUNDS [1]

COUNTY NAME

CODE 14 16

RBAN AREA

F.A. SYSTEM

RTE NO.

FEDERAL AID

STATE (32) (36)

U.S. (37) (41)

PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
		PE ROW CONST		Re-quested Revision (Safety)	70010	F-I-5-1(91) 000	"S. Ashland Intchge.-California State Line Section"	(11.45) 11.45	(8,402,000) 15,000	(7,748,500) 14,500	2,500	Gr., Dr., HT Pave, 1-Str. RR protective service as required.
							PROJECT TOTAL	11.45	15,000	14,500	2,500	
		PE ROW CONST							(16) (23)	(24) (33)		
							PROJECT TOTAL					

1 or PR-9 has been submitted last 7 days. Yes ☐ → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

splitting into two or more projects. Prepare a form PR-1 for all ects resulting from such action.

APPROVAL:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER	TITLE	TITLE

es transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

S OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40983-P61

Budget Bureau No. 41-R2068; Approval
U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

10-14-76

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70) YEAR (71) (72)	REGION (74) (75)	STATE NAME	STAT CODE

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
	28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 23	7

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHAR PROP
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revision (Safety)	70010	F-I-5-1(91) 000	"S. Ashland Intchge.-California State Line Section"	(11.45) 11.45	(8,402,000) 15,000	(7,748,500) 14,500	2,500	Gr., Dr., HT RR protectiv required.
										PROJECT TOTAL	11.45	15,000	14,500	2,500	
5					PE ROW CONST							(18) (23)	(24) (33)		
										PROJECT TOTAL					

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

NO.

O.

FORM PR-1
(REV. 4-61)

10-14-76

FEDERAL-AID PROGRAM DATA

R	PROJECT LOCATION (45 typewriter spaces) I-5, California State Line, N. 11.45 mi.	ADT	PRESENT 8,600	FUTURE 13,700	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 010	ITEM NO. 70010

PROPOSED WORK (35 typewriter HT Pave, 1-Str.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-I-	NUMBER 5-1	SEQ. NO. (91)	I. Projects Only POST MI. 000	DESIG.

RAL FUNDS Consolidated Primary	COUNTY NAME Jackson	CODE 029	PROGRAM STAGE ☐ 1 OR ☐ 2
AREA ---	ROUTE NO. I | FEDERAL-AID I-5 | STATE 1 | U.S. I-5		

WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								RR protective service as required
	ROW								
	CONST (CODE) (Safety) 6201 X281		"S. Ashland Intchge.-California State Line Section"	(11.45) 11.45	(8,402,000) 17,000	(7,748,500) 14,500	 2,500		ROW - 250' minimum; Access Control-full; Parking Restrictions-complete
PARED BY			JLG	PROJECT TOTALS 11.45	17,000	14,500	2,500		

OGRAM APPROVAL DATES

REMARKS Additional Data: Item Nos. 294, 360, 369 & 858.
Project Nos. I-5-1(49)009, (55)006, (56)000 & (90)000 respectively.

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-14-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65 I-5, California State Line, N. 11.45 mi.	ADT	PRESENT 8,600	FUTURE (66) (70) 13,700	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62 Gr., Dr., HT Pave, 1-Str.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 … 23 F-I-	NUMBER 5-1	SE

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Jackson	CODE 029			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. I	FEDERAL-AID I-5	STATE (32) (36) 1	U.S. (37) (41) I-5	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201 X281		"S. Ashland Intchge.- California State Line Section"	(11.45) 11.45	(8,402,000) 17,000	(7,748,500) 14,500	 2,500	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	11.45	17,000	14,500	2,500	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (31)		

RR

vice

ROW

Acce

Park

REMARKS Additional Data: Item Nos. 2
& 858.
Project Nos. I-5-1(49)009, (5
& (90)000 resp

D INTCHGE.-CALIFORNIA STATE LINE SECTION

0. F-I-5-1(91)000

continued

ect is jointly financed using Interstate and Consolidated
ederal Aid Funds. The overall length of the project is 11.45
ch is financed with Interstate funds except Consolidated Primary
l be used for the extensive reconstruction work required for
the bridge decks listed under (6) in "Project Data" into an
e condition for an overlay.

ata: The work consists of (1) grade, drain and high-type
t shoulder, where required, to accommodate use as a 12'
lane; (2) overlay with high-type pavement the existing
consisting of four 12' lanes with 10' right and 6' left
and 8.4 foot minimum median; (3) safety revisions to bring
t Interstate standards the roadway slopes, signs, guardrail,
rrier, minor drainage structures and other appurtenances;
Colestin U'xing structure from 36.5' horizontal clearance
imately 44.8' (Bridge No. 9260A, Hwy. over Hwy., Prestressed
deck girder, L. 136', H-20 loading); (5) placing A.C. overlay
ane on deck of U'xing Frontage Road Br. No. 9312 and O'xing
Rd. Br. No. 9184; (6) placing concrete overlay on deck of
'xing Br. No. 9260(A) and Siskiyou Sta. Int. O'xing (twin)
9259 and 9259A; (7) railroad protective service as required.

0 Requirements: Exempt from State Clearinghouse and District 8
ouse A-95 review under working agreements.

2 Requirements: Nonmajor action project concurred in by FHWA
er 13, 1975.

FHPM 7-7-5 Requirements: (a) Public Hearings - None required under the Oregon Action Plan (Cat.3 project)

(b) Location/Design - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4

(4) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

Data for PR-37:

Pavement (type code 6201)-------------------------	$6,855,000
Bridge (type code X281)--------------------------	347,000
Safety Revisions (Y codes 002,007,101)------------	1,200,000
Total Estimated Cost	$8,402,000

S. ASHLAND INTCHGE.-CALIFORNIA STATE LINE SECTION

PROJECT NO. F-I-5-1(91)000

REMARKS - continued

This project is jointly financed using Interstate and Consolidated Primary Federal Aid Funds. The overall length of the project is 11.45 miles which is financed with Interstate funds except Consolidated Primary funds will be used for the extensive reconstruction work required for bringing the bridge decks listed under (6) in "Project Data" into an acceptable condition for an overlay.

Project Data: The work consists of (1) grade, drain and high-type pave right shoulder, where required, to accommodate use as a 12' climbing lane; (2) overlay with high-type pavement the existing facility consisting of four 12' lanes with 10' right and 6' left shoulders and 8.4 foot minimum median; (3) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances; (4) widen Colestin U'xing structure from 36.5' horizontal clearance to approximately 44.8' (Bridge No. 9260A, Hwy. over Hwy., Prestressed concrete deck girder, L. 136', H-20 loading); (5) placing A.C. overlay and membrane on deck of U'xing Frontage Road Br. No. 9312 and O'xing Neil Cr. Rd. Br. No. 9184; (6) placing concrete overlay on deck of Colestin U'xing Br. No. 9260(A) and Siskiyou Sta. Int. O'xing (twin) Br. No. 9259 and 9259A; (7) railroad protective service as required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 13, 1975.

FHPM 7-7-5 Requirements: (a) Public Hearings - None requi
the Oregon Action Plan (Cat.

(b) Location/Design - Not a fact
development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order
7-2(2), on this project will be determined at P
and the number stipulated in the PS&E documents

(2) The project qualifies as a "Safety Improvement
under the provisions of FHPM 6-8-2-1 as the wor
than the overlay, is for the correction of feat
identified as hazardous in the AASHTO report, "
Design and Operational Practices Related to Saf

(3) This project is in Congressional District No. 4

(4) The necessary landscaping of this section to co
construction scars caused by this project will
under a separate project or projects in the fut
"stage construction".

Data for PR-37:

Pavement (type code 6201)	$6,8
Bridge (type code X281)	3
Safety Revisions (Y codes 002,007,101)	1,2
Total Estimated Cost	$8,4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 5, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Sand Pile Truck Escape Ramps
I-5 Freeway

TO: H. S. Coulter
State Highway Engineer

REFER TO Hunter. —
BY STATE HWY. ENGR.
Comments?

The demand for some type of truck escape ramp for northbound traffic on the Siskiyou Section of I-5 is well documented. At M.P. 9.6 on the Neil Creek Section five miles below the summit is a wide area long enough to build a sand pile arrester type truck escape ramp. It is in this area that practically all truck runaway accidents have occurred.

Virginia and North Carolina have had experience and some reported success with this type of escape ramp. Their design calls for a ramp 150' to 200' long constructed of sand or pea gravel with ridges or mounds at 40' intervals high enough to drag the undercarriage of a truck. In their design of a truck escape ramp the grade is nearly flat on the ramp.

A minimum length truck escape ramp 300' to 400' long can be constructed at this location on top of the existing surface using pea gravel with ridges at regular intervals. It is estimated that a minimal design could be constructed for about $50,000. Based on the information we can generate, the slow moving trucks, up to 45 mph to 50 mph, could be safely stopped in the 300' to 400' ramp. Trucks traveling at a higher rate, in the 75 mph bracket, could enter the pea gravel escape ramp and be slowed down to perhaps 40 mph. These trucks could safely re-enter the freeway at a reduced rate of speed and could negotiate the balance of the Siskiyou grade with reasonable safety without brakes.

Alternate No. 2 is for an 800' pea gravel ramp at M.P. 9.6 submitted by Region 3 in June of 1975. This ramp proposal is similar to Alternate No. 1 but being twice as long should stop the majority of the vehicles entering the arrester bed. Again the higher speed trucks could re-enter the freeway and should be able to safely negotiate the balance of the Siskiyou grade without problems. Alternate No. 2 can be constructed for $150,000 more or less depending on the degree of sophistication required for traffic control, drainage, etc.

Alternate No. 3, at M.P. 9.6, is for a more sophisticated pea gravel truck escape ramp extending from Station 293 to Station 305. This 1,200' long pea gravel ramp with mounds as shown is calculated to stop a truck entering at 85 mph within the 1,200' limit. The effects of these mounds on the driver and truck traveling at these high rates of speed are undesirable but appear less so when considering the alternate. The cost of Alternate No. 3 is estimated at $250,000 to $300,000. Most of the objections concerning length, stopping potential, drainage problems, maintenance and re-entering the freeway are more favorable in Alternate No. 3 than Alternates Nos. 1 or 2.

Pending review of ramp at MP 8.4
I prefer Alt #3. — Second choice - particularly if Fed Aid not available is Alt #1 HSC

With any of these proposals the problem of removing the truck from the gravel arrester beds, reshaping the mounds, interference of traffic, possible freeze-up of the pea gravel, possible injury to the drivers and damage to the trucks cannot be ignored. These are all problems to be concerned with and are an inherent part of the mound design at this location.

The Research Unit and Traffic Section will give a favorable response to Alternate No. 3 with some reservations. Both the Resident Engineer and the District Maintenance Engineer are favorably inclined toward Alternate No. 1 at a cost of $50,000 if nothing else is fundable.

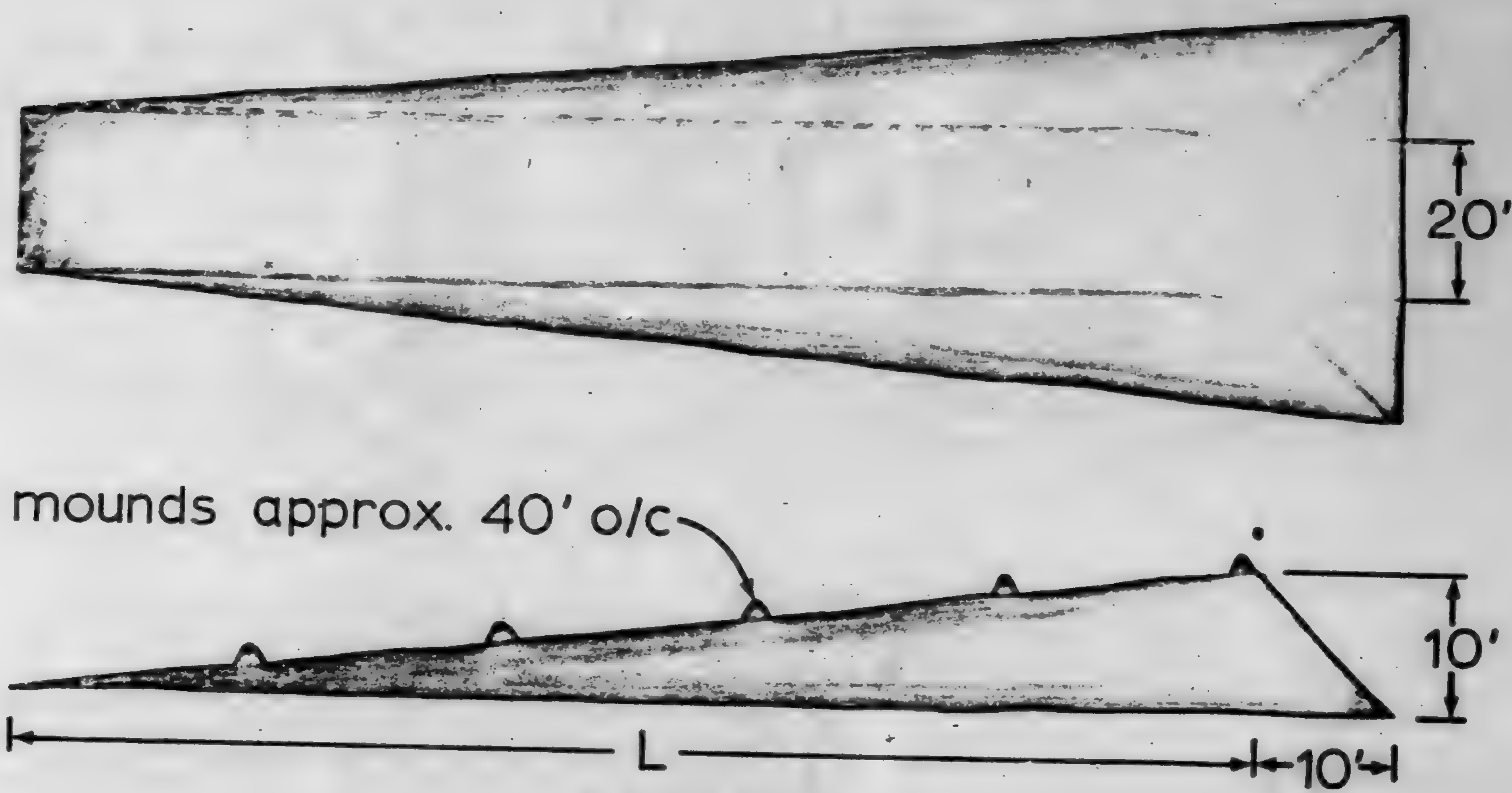
Submitted for your review are Alternate No. 1 shown in red on the attached drawing, Alternate No. 2 the field proposal and Alternate No. 3. The Design Section is working on a truck escape ramp at M.P. 8.4 which is estimated to cost 1.3 million dollars. This truck escape ramp study will be completed in a couple of weeks and submitted for your consideration.

JHV:jh

cc: Alfred Shirley

RECEIVED
STATE HWY ENGR
OCT 6 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VIRGINIA
AND
NORTH CAROLINA


20'
mounds approx. 40' o/c
10'
L
10'

SANDPILE

(L = No. Carolina 200'; Virginia 85' - 150')

DOUGLAS B. FUGATE, COMMISSIONER
LEONARD R. HALL, BRISTOL, *BRISTOL DISTRICT*
HORACE G. FRALIN, ROANOKE, *SALEM DISTRICT*
THOMAS R. GLASS, LYNCHBURG, *LYNCHBURG DISTRICT*
MORRILL M. CROWE, RICHMOND, *RICHMOND DISTRICT*
WILLIAM T. ROOS, YORKTOWN, *SUFFOLK DISTRICT*
DOUGLAS G. JANNEY, FREDERICKSBURG, *FREDERICKSBURG DISTRICT*
RALPH A. BEETON, FALLS CHURCH, *CULPEPER DISTRICT*
ROBERT S. LANDES, STAUNTON, *STAUNTON DISTRICT*
T. RAY HASSELL, III, CHESAPEAKE, *AT LARGE-URBAN*
CHARLES S. HOOPER, JR., CREWE, *AT LARGE-RURAL*

W. L. BRITTLE, JR.
LOCATION AND DESIGN ENGINEER

COMMONWEALTH *of* VIRGINIA
DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND, 23219

JOHN E. HARWOOD
DEPUTY COMMISSIONER & CHIEF ENGINEER
W. S. G. BRITTON
DIRECTOR OF ADMINISTRATION
H. GORDON BLUNDON
DIRECTOR OF PROGRAM MANAGEMENT
J. M. WRAY, JR.
DIRECTOR OF OPERATIONS
J. P. ROYER, JR.
DIRECTOR OF PLANNING
P. B. COLDIRON
DIRECTOR OF ENGINEERING

IN REPLY PLEASE REFER TO

June 17, 1976

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 21 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up / /
Other

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Oregon Dept. of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

This is in reference to your letter of June 10, 1976, requesting information on emergency ramps.

On our Interstate system, we have one route (Route 77) that traverses some mountainous terrain. On one section that is presently under construction, three truck escape ramps were designed on 4.5 and 5% downgrades which is in excess of 4.5 miles long. On another section of this route that has been open to traffic for 18 months, there is a truck escape ramp 3500 feet from the crest on a 4% downgrade. To our knowledge, this ramp has not been used. All of these ramps are located in cut sections.

Also, on one of our existing primary routes we have constructed two ramps that occur in fill sections. The grades on this road are rather steep (max. 8%) on a two lane narrow roadway with sharp horizontal curvature.

Some fatalities have taken place on this section and in the interest of attempting to stop runaway trucks, two sandpiles were constructed approximately three years ago. These two ramps have been used considerably during this period and to our knowledge, have failed to stop a truck only once. A positive stop (fail-safe) was not provided at these locations.

The design for each sandpile ramp was tailored to fit the particular condition and space available at each location. The first location, 1½ mile from the crest on a 8% grade is approximately 85' long, 15' to 18' wide at the top and varies in height from 0 to 18'. The other location is approximately 3 miles from the crest and is 150' long, with the same top width and a height of approximately 20' at the maximum. The surface of both are graded to provide 8 to 10 ridges which are high enough to drag the undercarriage of a truck.

Mr. J. H. Versteeg
Page Two
June 17, 1976

These ramps require routine maintenance to prevent packing and to maintain the ridges. Needless to say, these sandpile ramps are rather simple to construct as compared to the ones that are being constructed on the Interstate route. However, they are doing an excellent job.

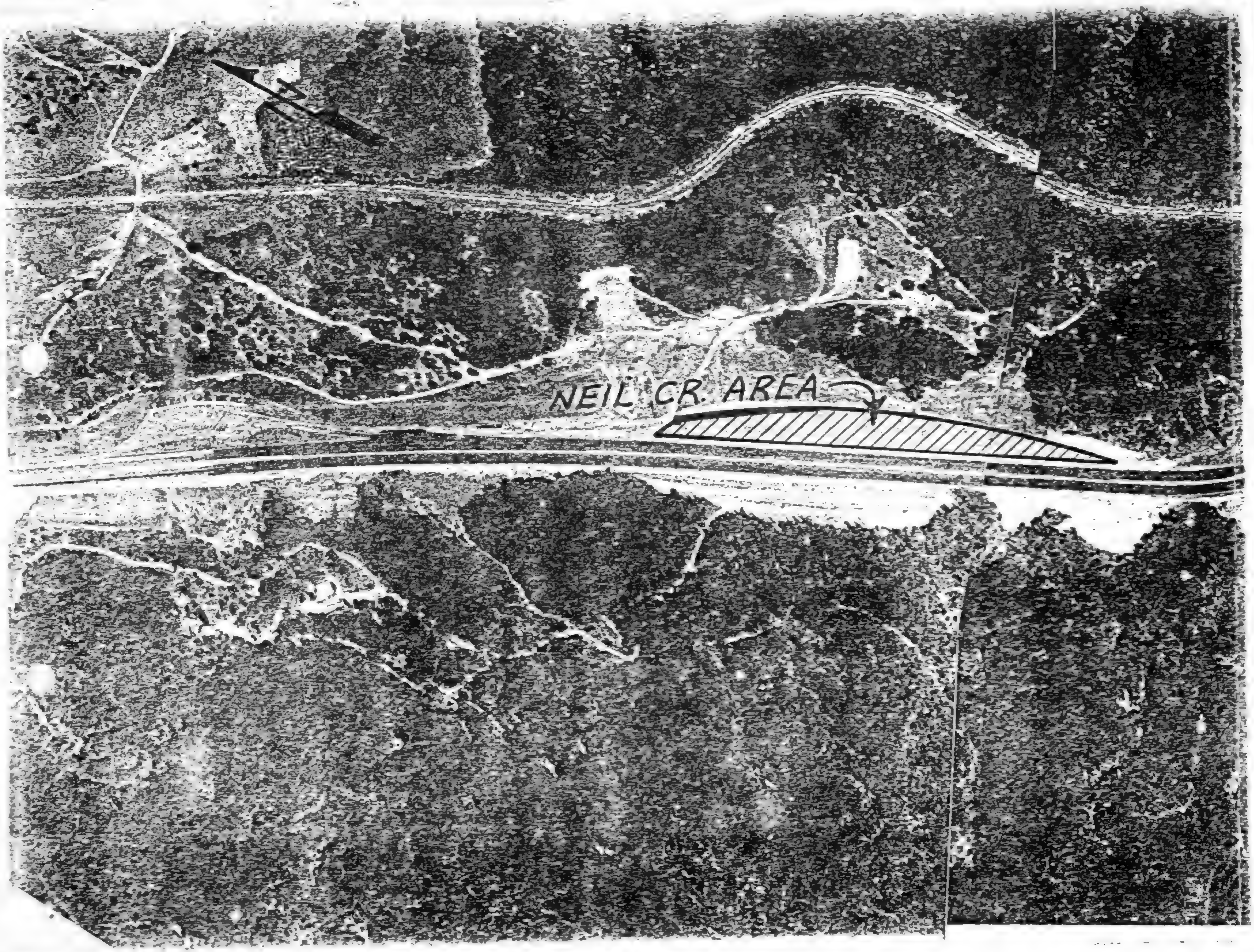
I am sending you prints of the plans, profiles, typical sections and other related data on the Interstate cut section ramps.

As you can see, we are still in the infancy stage of development and analysis, as far as emergency escape ramps are concerned. Hope some of this data will be beneficial to you. If I may be of further service to you, please advise.

Yours very truly,

W L Brittle Jr

W. L. Brittle, Jr.
Location and Design Engineer


NEIL CR. AREA

Sept '76 VK

The Short Stop Alternate Truck escape ramp could be constructed as a preliminary safety facility until such time as the permanent parallel escape ramp would be constructed or the short stop alt. could also be built as a permanent back-up ramp. Two escape ramps would possibly result in double maintenance costs.

The "short stop" escape ramp design is calculated to slow a truck entering at 85 mph to 46 mph at the last mound and to a complete stop in 480 ft more.

The mounds were introduced near the beginning of the arrester bed to provide maximum resistance to the entering vehicle. The effect of the mounds on the driver and truck could be rough in comparison with the parallel escape ramp design alt. that introduces the mounds after providing 1200 ft of arrester bed to reduce the speed of the truck. The conc shldr barrier is recommended over the guard rail due to its more effective qualities

8472

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 16, 1976

FILE: LOC 17

ORIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Constuction Engr.

TO: Earl Purdy
Resident Engineer

SUBJECT: Proposed Blasting Procedure
S. Ashland-California Line Sec.
Pacific Highway (I-5)
Jackson County

Attached is a letter from H. C. Attebery of Trojan Explosives which sets forth several designs for blasting at the Summit Quarry. He has recommended a minimum 9 ft. x 9 ft. hole spacing using 0.67 pounds of explosives per cu. yd. and limiting any one shot to 100 holes. In his expert opinion, there should be no problem with this light shooting affecting existing water supplies.

I have received confirmation from our attorneys that they will supply a statement affirming our obligation and intention to remedy any damage to wells or other water supplies that might be affected by blasting. We have data gathered by our Geologist, Elliott Parker, which will be a basis for later determination.

Would you please present this information to the interested property owners to determine if the terms of this blasting proposal would satisfy their concerns and could be considered acceptable under the terms of our conditional use permit. Also, please convey to them that the terms of any agreement between us would be written into, and become a part of, the future construction contract.

jxw/cw
Attach.

cc J. H. Versteeg ✓

REFERRED TO
✓ Beard WEC. — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

Copy

RECEIVED
SEP 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8472

I-5

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Medford, Oregon 97501
August 25, 1976

FROM: Earl C. Purdy
Resident Engineer

TO: Elliott Parker
Regional Geologist

SUBJECT: Siskiyou Quarry
California-Ashland Section
Pacific Highway
Jackson County

This is to confirm our telephone conversation of yesterday regarding well testing for quality and quantity on the King, Yondorff and Seiber properties.

The well or wells on the King and Yondorff properties can be located by contacting the King's whose residence (Mobil Home) overlooks the Quarry. The spring on the Seiber's property can be found by contacting Mr. or Mrs. Seiber at their place of business in Talent, Seibers Sporting Goods, 117 Pacific Highway, Phone 535-2511.

Please complete the well testing prior to the meeting with the residents on September 2, 1976.

REFERRED TO
Beard ✓ Reed
Cole WEB Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CC J.X. Wilson ✓

ROSEBURG REGION
RECEIVED
AUG 26 1976

RE	RME	[illegible]	CE	TE
RUE	DES	HSR	FILE	
SNV	FAE	RBI		

8-27-76
cc: J.H. Versteeg
File

1 Versteeg ✓
Olson
2 Christensen
Scott
4 Swenson
Savage
3 Trout

RECEIVED
AUG 30 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

August 18, 1976

The Honorable Cleatis Mitchell
State Representative
243 Granite
Ashland, Oregon 97520

copy in
Jna 7-5-12

Dear Cleatis:

As promised, an investigation was conducted on several items concerning the Siskiyou Summit Section of Interstate 5.

A field review of traffic data and existing conditions indicates that the following items would improve traffic operation from the Siskiyou Summit to the South Ashland interchange:

1. Several existing curve signs should have speed riders installed. Additional curve signs with speed riders should be installed at several locations. This signing involves seven locations lying between M.P. 4.7 and M.P. 8.8.
2. The pavement surface will be improved in the northbound lanes as part of the forthcoming interstate safety project that is to be contracted later this year.
3. Existing signing at Siskiyou Summit will be revised to provide a more easily understood legend for the long downgrade.
4. The feasibility of an automatically controlled, variable-message sign is being investigated for possible installation in the vicinity of the Siskiyou Summit.

Our field review also revealed that it is technically possible to install an emergency access to Interstate 5 southbound at the Neil Creek Road crossing. This item still needs further study to determine whether or not it might be desirable in view of the new concrete G.M. median rail that would be installed as a part of the new overall safety project.

Additional data involving cost and equipment is still being gathered to determine whether or not a remote-controlled, variable-message sign could be utilized to provide warning messages for northbound vehicles at the Siskiyou Summit.

Item 1 involving the curve signs and speed riders will be accomplished immediately. Item 3, in which the legend will be revised on the downgrade signs, will be done as soon as new signs can be fabricated in our Sign Shop and installed. The pavement surface improvements mentioned in Item 2 will be accomplished as a part of the overall contract safety project. A pavement overlay for this entire section will be a part of the safety work to be accomplished under the contract. If the use of a variable-message sign is indicated, it will also be included as an item to be installed under the safety contract.

As our work progresses on this matter, we will be in further contact with you to keep you advised of our progress.

Sincerely,

F. B. Klaboe
Chief of Operations

bcc Robert Fisher, Oregon State Police
H. S. Coulter
R. L. Schroeder
Alfred Shirley, Jr.
E. S. Hunter
L. E. George
George Thornton

(Traffic) srb

Home Address
Cleatis G. Mitchell
P.O. Box 131
243 Granite Street
Ashland, Oregon 97520

Jackson County
District 52

Committees
Member:
Environment/Energy
Transportation

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
DOT OPERATIONS
JUL 26 '76
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓					

RECEIVED
STATE HWY ENGR
JUL 27 '76
REFER TO George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	+a					

by RLS
Discuss
1 wk

July 22, 1976

Mr. Fred Klaboe, Administrator
State Highway Division
140 State Highway Building
Salem, Oregon 97310

Dear Fred:

The fact that over the last five years, well over 200 accidents have occurred on Interstate 5 between the I-5/Hwy 66 Interchange and the Mt. Ashland Interchange resulting in several deaths and over a hundred injuries, has prompted me to make an inspection of this stretch of highway.

Accompanying me was Bob Stevenson, Oregon State Police and Max Long, Jackson County Rural Fire Department #5. The following suggestions are to reduce response time to the scene of an accident by emergency vehicles such as fire, police and ambulance.

I. Currently, the J.C.R.F.D. sub-station is located on Hwy 66 at Neil Creek Road which is one (1) mile from the freeway at the Neil Creek Underpass. When the fire department responds to a call to the freeway, the emergency vehicle must travel Hwy 66 to I-5, a total of 6 miles, to get to the same location at Neil Creek and I-5. I would recommend that the highway department re-open access to the freeway at the Neil Creek Underpass to the Fire Department.

II. There are several gates that allow access to cross the freeway lanes, but they are only open in the winter to facilitate snow plows and etc. Presently, an emergency vehicle must enter the freeway at Hwy 66/ I-5 Interchange and travel to the Mt. Ashland Interchange (about 9 miles) in order to deliver emergency service to the down-hill or north-bound lanes.

My recommendation is to give a key to emergency vehicles -- fire, police, and ambulance, so that the response time to emergency situations in the north-bound (down-hill) lanes can be reduced.

I discussed these two recommendations with George Thornton, the District Engineer in Medford. He stated that the Neil Creek Access for the J.C.R.F.D. #5 would require Federal approval and that there are already access gates located on the freeway that could be utilized by emergency vehicles year round, not just in the winter.

It seems like it would be in the best interest of the motoring public to immediately set these two recommendations into reality.

III. My third recommendation is to have a sign at the top of the Siskiyous that would be a warning sign with flashing lights to be activated from the Medford Office of the O.S.P.D. when there exists an emergency situation on the down-hill (north bound) lanes. This sign could be activated when O.S.P. get a call from any county, state or federal agency that is responding to the emergency in that stretch of freeway. Perhaps this would help prevent compounding an existing emergency situation.

I understand that the Department of Transportation is planning extensive safety improvements in the future. Naturally, I would recommend that these three items be included, but they could also be done immediately.

My final comment at this time is a recommendation to motor home operators. Because many minor accidents involve fire, it could be because there is live flame within the motor home in either the stove pilot light or refrigeration unit. Any rupture of either of these lines can cause a very hot fire in a hurry. Therefore, I would urge that when the motor home is on the highway, that the butane or propane be turned off at the tank.

Certainly a prompt reply would be appreciated.

Respectfully,

Cleatis G. Mitchell

Cleatis G. Mitchell
State Representative
District #52

CGM:sm

cc: Gil Bellamy, Administrator, Traffic Safety Commission
Lt. Phillips, Oregon State Police, Medford
Keith Burns, Assistant to the Governor
Litwiller Ambulance Service, Ashland
Max Long, Jackson County R.F.D. #5, Talent
George Thornton, District Engineer, Medford

1-5

84172

Salem, Oregon
August 13, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Thomas L. Savage
Landscape Engineer

Proposed Erosion Control
S. Ashland-California State Line Sec.
Pacific Highway
Jackson County

After reviewing your letter of July 28, 1976, and considering your question of need for further investigation, I have the following comments:

1. Review of E.I.S. and other documents should be made to determine whether in fact some erosion controls have been dictated.
2. Where slopes are unknown a check with the design supervisor should be made to determine this information.
3. It is definitely necessary that information concerning the soil type, climatic conditions, etc., be determined. Without this we cannot detail or specify effective erosion control measures.

Erosion control and other environmental issues involving screening, esthetics, etc., are becoming more and more a concern and we will be looking to you for guidance and recommendations on how to adequately respond to these concerns. Your recommendations must be available to the designer at the early stages of plan development if we are to adequately provide details and specifications in the contract plans for these items. While a review of preliminary plans is necessary to see that we have properly responded, it is really too late at that time to develop plans and specifications to cover these items.

Please review the contract schedule and review appropriate projects in the field in conjunction with your other work, with sufficient lead time to input your recommendations at an early date. If you have questions in this area please contact me.

DOC:az
cc: A. D. Olson
W. H. Sample
W. E. Cole
L. K. Watson
F. Eriksen

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
AUG 16 1976
ROAD
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SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up____/____/____
Other________

8472 8-2-76 2

I-[illegible]1(91)859

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green Division Administrator	PROGRAM NO.	STATE PROJECT NO. See below
		COUNTY NAME Jackson
	ITEM NO. I-859	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
Rulien
FOR

Info	Inves	P/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	8-2-76	Interstate Route 5
		STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

"South Ashland Interchange - California State Line".

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement and one structure (Code 6201 and X281 miles 11.45)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Approval (TEC $8,385,000 - FF $7,737,000)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's July 23, 1976 letter, I approve the subject project for inclusion in the Federal-aid program.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76	G. K. [illegible] for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-021-456

8472 1-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 29, 1976

FILE:

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Summit Quarry
S. Ashland Intchg.-California
State Line Section
Pacific Highway
Jackson County

Earl Purdy called this morning to say that the Jackson County Planning Commission had approved the conditional use permit for this quarry subject to the conditions he had submitted previously by phone and teletype. A copy of these conditions are attached.

DLT:jh
Attachment

1 Versteeg ✓
Olson
2 Christensen DEC
Scott
3 Swenson
Savage
Trout

RECEIVED
JUL 29 1976
ROAD DESIGN SECTION

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Other

RSM

CON
RSB MED 42 XXXXXX 7-28-76 8.10

DON TROUT
J X WILSON
REGARDING - CALIF LINE - ASLAND, PACIFIC HWY 1
MATERIAL SOURCE - SISKIUOU QUARRY, JACKSON COUNTY

THE OPPOSITION WILL NOT OBJECT TO OUR USE OF THE QUARRY DURING DURING THE CONTINUED PLANNING COMMISION HEARING JULY 28, 1976, IF THE FOLLOWING CONDITIONS ARE MET.

1. THE CONDITIONAL USE PERMIT IS FOR AGGREGATE REMOVAL STOCKPILING OF MX MATERIAL, PORTABLE CRUSHER OPERATION, PORTABLE ASPHALT BATCH PLANT, AND A TEMPORARY CARETAKERS QUARTER.

2. THE USE OF SITE 1, 2, AND 3 DURING H THE RESURFACING PROJECT SHALL BE AS FALLOWS.- 1. SUMMIT QUARRY 2. MILLGE QUARRY 3. OLD HWY R/W 1/4 MILE NO.

AM SITE 1 SHALL BE FOR THE REMOVAL OF AGGREGATE MATERIAL AND/OR STOCKPILING AND PROCESSING OF AGGREGATE MATERIAL INCLUDING A PORTABLE CRUSHER DRXRXXXXN, PORTABLE ASPHALT BATCH PLANT. ONLY SECONDARY EXPLOSIVE CHARGES SHALL BE ALLOWED IN SITE 1

B. SITE 2 SHALL BE FOR REMOVAL OF AGGREGATE MATERIAL ONLY.

C. SITE 3 SHALL BE FOR STOCKPILLING ONLY
THE XX EXISTING ACCESS ROAD SHALL REMAIN OPEN.

3. EXCAVATION OF AGGREGATE MATERIAL FROM SITE 1 SHALL NOT OCCUR BELOW THE 4,350 FOOT ELEVATION.

4. UPON COMPLETION OF THE INTERSTATE 5 RESURFACING PROJECT AGGREGATE OPERATIONS SHALL BE LIMITED TO-

A. PROVIDING AGGREGATE MATERIAL FROM SITE 1 AND 2 FOR STATE HIGHWAY MAINTENANCE PROJECTS.

B. A CONDITION DEFININF "MAINTENANCE" SHOULD BE ADDED
IT IS UNDERSTOOD THAT MR. THORNTON, OREGON STATE HIGHWAY DEPARTMENT WILL SUBMIT THIS AT THE JULY 28, 1976 HEARING.

5. EQUIPMENT TO BE USED FOR THIS CONDITIONAL USE PERMIT SHALL BE BULLDOZERS, PORTABLE ROCK CRUSHER, PORTABLE ASPLHALT BATCH PLANT, LOADERS, DRILLS, TRUCKS. QUALITY CONTROL EQUIPMENT, AND OTHER ACCESSARY EQUIPMENT NECESSARY FOR THE PROCESSING OF AGGREGATE MATERIAL.

6. THE HAUL ROADS ON SITES 1 , 2, AND 3 SHALL BE MAINTAINED IN DUST-FREE CONDITION BE APPLICATION OF DUST PREVENTIVE MATERIAL.

7. THE HOURS OF OPERATION SHAJLL BE THE DAYLIGHT HOURS MONDAY THROUGH SATURDAY.

8. THE PORTABLE ASPHALT BATCH PLANT AND PORTABLE CRUSHER SHALL BE REMOVED FROM THE PROPERTY UPON COMPLETION OF THE INTERSTATE 5 RESUR- Z/ZZZZ/PRODECTZXXZMX FACING PROJECT.

9. TEMPORARY RESIDENSES FOR PERSONNEL SHALL NOT BE PERMITTED.

10. RECLAMATION SHALL OCCUR AS SHOWN ON THE EXHIBIT "10" PROSPECTIVE MATERIAL SMX SOURCE AS APPROVED BY THE OREGON STATE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES MINED LAND RECLAMATION DIVISION.

11. THE CONDITIONAL USE PERMIT SHALL COMPLY WITH ALL REQUIREMENTS OF ALL APPLICABLE STATE AND FEDERAL AGENCIES.

12. THE CONDITIONAL USE PERMIT MAY BE REVOKED AT A PUBLIC HEARING BY THE JACKSON COUNTY PLANNING COMMISSION FOR NONCOMPLIAOKE OF MOVMMO
THE JACKSON COUNTY PLANNING COMMISSION FOR NON COMPLIANCE OF CONDITIONS.

13. THE CONDITIONAL USE PERMIT SHALL BE REVIEWED BY THE JACKSON COUNTY

REGARDING - CALIF LINE - ASLAND, PACIFIC HWY 1
MATERIAL SOURCE - SISKIUOU QUARRY, JACKSON COUNTY

THE OPPOSITION WILL NOT OBJECT TO OUR USE OF THE QUARRY DURING DURING THE CONTINUED PLANNING COMMISION HEARING JULY 28, 1976, IF THE FOLLOWING CONDITIONS ARE MET.

1. THE CONDITIONAL USE PERMIT IS FOR AGGREGATE REMOVAL STOCKPILING OF ME MATERIAL, PORTABLE CRUSHER OPERATION, PORTABLE ASPHALT BATCH PLANT, AND A TEMPORARY CARETAKERS QUARTER.

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C. SITE 3 SHALL BE FOR STOCKPILLING ONLY
THE EX EXISTING ACCESS ROAD SHALL REMAIN OPEN.

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B. A CONDITION DEFININF "MAINTENANCE" SHOULD BE ADDED
IT IS UNDERSTOOD THAT MR. THORNTON, OREGON STATE HIGHWAY DEPARTMENT WILL SUBMIT THIS AT THE JULY 28, 1976 HEARING.

5. EQUIPMENT TO BE USED FOR THIS CONDITIONAL USE PERMIT SHALL BE BULLDOZERS, PORTABLE ROCK CRUSHER, PORTABLE ASPLHALT BATCH PLANT, LOADERS, DRILLS, TRUCKS. QUALITY CONTROL EQUIPMENT, AND OTHER ACCESSARY EQUIPMENT NECESSARY FOR THE PROCESSING OF AGGREGATE MATERIAL.

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8. THE PORTABLE ASPHALT BATCH PLANT AND PORTABLE CRUSHER SHALL BE REMOVED FROM THE PROPERTY UPON COMPLETION OF THE INTERSTATE 5 RESUR-~~I/X9Z/PROJECT/~~XXSMX FACING PROJECT.

9. TEMPORARY RESIDENSES FOR PERSONNEL SHALL NOT BE PERMITTED.

10. RECLAMATION SHALL OCCUR AS SHOWN ON THE EXHIBIT "10" PROSPECTIVE MATERIAL SMX SOURCE AS APPROVED BY THE OREGON STATE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES MINED LAND RECLAMATION DIVISION.

11. THE CONDITIONAL USE PERMIT SHALL COMPLY WITH ALL REQUIREMENTS OF ALL APPLICABLE STATE AND FEDERAL AGENCIES.

12. THE CONDITIONAL USE PERMIT MAY BE REVOKED AT A PUBLIC HEARING BY THE JACKSON COUNTY PLANNING COMMISSION FOR NONCOMPLIAOKE OF MOVMMO
THE JACKSON COUNTY PLANNING COMMISSION FOR NON COMPLIANCE OF CONDITIONS.

13. THE CONDITIONAL USE PERMIT SHALL BE REVIEWED BY THE JACKSON COUNTY PLANNING COMMISSION AT THE FIRST PUBLIC HEARING AFTER JANUARY 1, 1978.

EARL PURDY
LG

4.

RSM

CON
RSB MED 42 ~~XXXXXX~~ 7-28-76 8.10

DON TROUT
J X WILSON
REGARDING - CALIF LINE - ASLAND, PACIFIC HWY 1
MATERIAL SOURCE - SISKIUOU QUARRY, JACKSON COUNTY

THE OPPOSITION WILL NOT OBJECT TO OUR USE OF THE QUARRY DURING DURING THE CONTINUED PLANNING COMMISION HEARING JULY 28, 1976, IF THE FOLLOWING CONDITIONS ARE MET.

1. THE CONDITIONAL USE PERMIT IS FOR AGGREGATE REMOVAL STOCKPILING OF ~~ME~~ MATERIAL, PORTABLE CRUSHER OPERATION, PORTABLE ASPHALT BATCH PLANT, AND A TEMPORARY CARETAKERS QUARTER.

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C. SITE 3 SHALL BE FOR STOCKPILLING ONLY
THE ~~XX~~ EXISTING ACCESS ROAD SHALL REMAIN OPEN.

3. EXCAVATION OF AGGREGATE MATERIAL FROM SITE 1 SHALL NOT OCCUR BELOW THE 4,350 FOOT ELEVATION.

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1 Versteeg
Olson
Copy Christensen
Scott
copy Swenson
Savage
2 Trout

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Receiver Keep ☐
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Other

Received by phone.

To: J. X. Wilson
Don Trout

From: Earl Purdy

Re: California Line-Ashland
Pacific Highway
Material Source
Siskiyou Quarry
Jackson County

Versteeg
Olsen
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Scott
Swenson
Savage
Trout

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Other

The opposition will not object to our use of the quarry during the Commission Planning hearing July 28, 1976, if the following conditions are met.

1. The conditional use permit is for aggregate removal, stockpiling of material, portable crusher operations, portable asphalt batch plant and a temporary caretakers quarters.
2. The use of Sites 1, 2 and 3 during the resurfacing project shall be as follows:
    - A. Summit Quarry.
    - B. Millage Quarry. (?)
    - C. Old highway right of way 1/4 mile north.
        - a. Site 1 shall be for the removal of aggregate material and/or stockpiling and processing aggregate material including a portable crusher, portable asphalt batch plant. Only secondary explosive charges shall be allowed in Site 1.
        - b. Site 2 shall be for removal of aggregate material only.
        - c. Site 3 shall be for stockpiling only. The existing access road shall remain open.
3. Excavation of aggregate material from Site 1 shall not occur below the 4,350' elevation. (?) Upon completion of the interstate 5 resurfacing project aggregate operations shall be limited to:

Received by phone.

To: J. X. Wilson
Don Trout

From: Earl Purdy

Re: California Line-Ashland
Pacific Highway
Material Source
Siskiyou Quarry
Jackson County

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout

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Receiver Keep ☐
Do not File ☐
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Bring Up ___/___/___
Other ________

The opposition will not object to our use of the quarry during the Commission Planning hearing July 28, 1976, if the following conditions are met.

1. The conditional use permit is for aggregate removal, stockpiling of material, portable crusher operations, portable asphalt batch plant and a temporary caretakers quarters.
2. The use of Sites 1, 2 and 3 during the resurfacing project shall be as follows:
   - A. Summit Quarry.
   - B. Millage Quarry. (?)
   - C. Old highway right of way 1/4 mile north.
     - a. Site 1 shall be for the removal of aggregate material and/or stockpiling and processing aggregate material including a portable crusher, portable asphalt batch plant. Only secondary explosive charges shall be allowed in Site 1.
     - b. Site 2 shall be for removal of aggregate material only.
     - c. Site 3 shall be for stockpiling only. The existing access road shall remain open.
3. Excavation of aggregate material from Site 1 shall not occur below the 4,350' elevation. (4) Upon completion of the interstate 5 resurfacing project aggregate operations shall be limited to:

A. Providing aggregate material from Sites 1 and 2 for state highway maintenance projects.

B. A condition defining "Maintenance" should be added. It is understood that Mr. Thornton, Oregon State Highway Department, will submit this at the July 28, 1976, hearing.

5. Equipment to be used for this conditional use permit shall be bulldozers, portable crushers, portable asphalt batch plant, loaders, drills, trucks, quality control equipment and other accessory equipment necessary for the processing of aggregate material.

6. The haul roads on Sites 1, 2 and 3 should be maintained in a dust free condition by the application of dust preventive material.

7. The hours of operation shall be the daylight hours Monday through Saturday.

8. The portable asphalt batch plant and portable crusher shall be removed from the property upon completion of the Interstate 5 resurfacing project.

9. Temporary residents for personnel shall not be permitted.

10. Reclamation shall occur as shown on Exhibit 10, "Perspective Material Source" as approved by the Oregon Department of Geology and Mineral Industries, Mined Land Reclamation Division.

11. The conditional use permit shall comply with all requirements or all applicable state and federal agencies.

12. The conditional use permit shall be revoked at a public hearing by the Jackson County Planning Commission for non-compliance of conditions.

13. The conditional use permit shall be reviewed by the Jackson County Planning Commission at the first public hearing after January 1, 1978.

8472

1-5

Salem, Oregon
July 28, 1976

Thomas L Savage
Thomas L. Savage
Landscape Engineer

Duane O. Christensen
Final Design Engineer

Proposed Erosion Control
S. Ashland-California State Line Sec.
Pacific Highway
Jackson County

The following is an example of the format the Landscape Unit will use for the present time to report to you on our erosion control work. The format may be expanded in time.

DESCRIPTION OF PROJECT:

A. Grading, paving, structures, safety

B. Prior agreement for erosion control with another agency?--None known.

DESCRIPTION OF POTENTIAL EROSION AREAS:

A. Disposal area, Sta. "Ls" 600+00 to approximately Sta. 605+00.

   1. Slope--2:1

   2. Acres--3.4

B. Barrier terminal mounds, other slopes on roadway.

   1. Slope 2:1

   2. Acres--3.2

C. Prospective material source, Sta. 630.

   1. Slope--1/2:1, 1-1/2:1

   2. Acres--0.9

B. Proposed plant and stockpile site, Sta. 610.

   1. Slope--Unknown.

   2. Acres--0.9

1 Versteeg ✓
2 Olson
Christensen
Scott
3 Swenson
Savage
Trout

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DESCRIPTION OF ENVIRONMENT:

A. Types of soil--not known.

B. Climate--zonal, coldest winters in the west, high elevation, frequent freezing and thawing, hot, dry summers.

PROPOSED METHOD OF EROSION CONTROL:

Standard seeding and mulching for Jackson County

IS FURTHER INVESTIGATION OF PROJECT NEEDED?

In reviewing the material source on sheet 2M, it seems to me to have unnecessarily steep cut slopes. I am not familiar enough with the project to know why 1/2:1 and 1-1/2:1 slopes are needed.

I think we could get the same amount of material with rolling slopes. They would be less likely to erode and more pleasing to the eye.

TLS:az
cc: J. H. Versteeg

8472

ALL CLEAR 7/28/76 J

Donald L Rent

1-5

ENVIRONMENTAL REVIEW

Section S. ASHLAND INT.-CALIF. STATE LINE
Highway Pacific
County Jackson Region
Type of Work G. P. Str., Safe
Funds FAI

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No general problems - Material source impacts will be controlled by permits

DIVISION OF STATE LANDS: None

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes, permit has been issued on our plans & reclamation plan - Permit is subject to County conditions -

FISH & WILDLIFE COMMISSION: Thru DOGMI

CORPS OF ENGINEERS: None

DEPT. OF ENVIRONMENTAL QUALITY: Noise - Noise exception being requested from FHWA & they indicate approval.

OTHER: ARCHAEOLOGICAL PERMIT: None

8472

1-9

Salem, Oregon
July 28, 1976

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Summit Quarry
South Ashland-California State
Line Section
Pacific Highway
Jackson County

Mr. John Schwab of the BLM office in Medford called today to briefly discuss a couple of concerns in our forthcoming use of the quarry.

He stated that there is a witness tree in the BLM portion of the pit that will be removed when we excavate and he requested that this tree be referenced and a monument set in its place upon completion of our operation. Another item he was concerned with was some bent up guardrail members and so forth in the existing area that should be cleaned up during our operation.

Please take appropriate action to have these matters cared for.

DLT:jh
cc: Earl Purdy

Versteeg
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Christensen
Scott
Swenson
Savage
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Other ______

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~~HRO 6-2~~

July 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. I-5-1(91)000
Jackson County

We are submitting program data for one project, Item No. 859, Project No. I-5-1(91)000, "South Ashland Interchange-California State Line Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on August 26, 1976.

JLG:ljt

Attachment

cc: A. Shirley, Jr. (Reg. 3)

N NO.

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 23, 1976

R (20)	PROJECT LOCATION (45 typewriter spaces) I-5, California State Line, N. 11.45 mi. 21 65	ADT	PRESENT 8,600 (66)	FUTURE 13,700 (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 859 (14) (18)

PROPOSED WORK (35 typewriter r., HT Pave, 1-Str. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) I- 14 23	NUMBER 5-1 7	SEQ. NO. (91) 13	T. Projects Only	POST MI. 000 (24) (26)	DESIG. 27

RAL FUNDS Interstate	COUNTY NAME Jackson				CODE 029 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ XX 2
N AREA ---	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)		

WORK			TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
CLASS	TYPE	STEP			TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE								
	ROW								RR protective service as required
	CONST (CODE) (Safety) 6201 X281		"S. Ashland Intchge.-California State Line Section"	11.45	8,385,000	7,737,000	648,000		ROW - 250' minimum; Access Control-full; Parking Restrictions-complete.
EPARED BY JLG			PROJECT TOTALS	11.45	8,385,000	7,737,000	648,000		
OGRAM APPROVAL DATES					(16) (23)	(24) (33)			

REMARKS Additional Data: Item Nos. 294, 360, 369 and 858.

Project Nos. I-5-1(49)009, (55)006, (56)000 & (90)000 respectively.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

July 23, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, California State Line, N. 11.45 mi. 21 66	ADT	PRESENT 8,600	FUTURE 13,700 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., HT Pave, 1-Str. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-1	SE

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Jackson			CODE 029 (14) (16)
	NAME OF URBAN AREA --- 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							RR as
5					**CONST** (CODE) (Safety) 6201 X281		"S. Ashland Intchge.-California State Line Section"	11.45	8,385,000	7,737,000	648,000	ROW Acc Par

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	11.45	8,385,000	7,737,000	648,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS Additional Data: Item Nos. 2 and 858.	

Project Nos. I-5-1(49)009, (5
& (90)000 respec

. ASHLAND INTCHGE.-CALIFORNIA STATE LINE SECTION

ROJECT NO. I-5-1(91)000

EMARKS - continued

roject Data: The work consists of (1) grade, drain and high-type ave right shouder, where required, to accommodate use as a 12' limbing lane; (2) overlay with high-type pavement the existing acility consisting of four 12' lanes with 10' right and 6' left houlders - and 8.4 foot minimum median; (3) safety revisions to bring o present Interstate standards the roadway slopes, signs, guardrail, edian barrier, minor drainage structures and other appurtenances; (4) widen Colestin U'xing structure from 36.5' horizontal clearance o approximately 44.8' (Bridge No. 9260A, Hwy. over Hwy., Prestressed oncrete deck girder, L. 136', H-20 loading); (5) placing A.C. overlay nd membrane on deck of U'xing Frontage Road Br. No. 9312 and O'xing eil Cr. Rd. Br. No. 9184; (6) placing concrete overlay on deck of olestin U'xing Br. No. 9260A and Siskiyou Sta. Int. O'xing (twin) r. No. 9259 and 9259A; (7) railroad protective service as required.

M 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 learinghouse A-95 review under working agreements

HPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA n November 13, 1975.

HPM 7-7-5 Requirements: (a) Public Hearings - None required under the Oregon Action Plan (Cat. 3 project).

(b) Location/Design - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

(4) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

Data for PR-37:

Pavement (type code 6201)----------------	$6,855,000
Bridge (type code X281)------------------	330,000
Safety Revisions (Y codes 002,007,101)---	1,200,000
Total Estimated Cost	$8,385,000

S. ASHLAND INTCHGE.-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(91)000

REMARKS - continued

Project Data: The work consists of (1) grade, drain and high-type pave right shouder, where required, to accommodate use as a 12' climbing lane; (2) overlay with high-type pavement the existing facility consisting of four 12' lanes with 10' right and 6' left shoulders and 8.4 foot minimum median; (3) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances; (4) widen Colestin U'xing structure from 36.5' horizontal clearance to approximately 44.8' (Bridge No. 9260A, Hwy. over Hwy., Prestressed concrete deck girder, L. 136', H-20 loading); (5) placing A.C. overlay and membrane on deck of U'xing Frontage Road Br. No. 9312 and O'xing Neil Cr. Rd. Br. No. 9184; (6) placing concrete overlay on deck of Colestin U'xing Br. No. 9260A and Siskiyou Sta. Int. O'xing (twin) Br. No. 9259 and 9259A; (7) railroad protective service as required.

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Total Estimated Cost	$8,385,000

8472

FORM HM-P-202C (REV. 7-73)

8

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

No. 276-E-762711

ENCROACHMENT PERMIT

02-SIS-005-70.30/70.625±

To

Oregon State Highway Division
E. S. Hunter, Deputy State Hwy. Engr.
Highway Building
Salem, Oregon 97310

Redding, California

July 19 1976

, Permittee

In compliance with your request of July 9 19 76 *and subject to all the terms, conditions and restrictions written below or printed as general or special provisions on any part of this form and/or attached hereto.*

Permission is Hereby Granted to install, operate and maintain construction signs on State Highway Route 5, left and right, between Post Miles 70.30+ and 70.625± in Siskiyou County.

(1) The following Article 107.21 "Responsibility for Damage Claim" shall be included in your Special Provisions for this construction project. "Subsection 107.21 Responsibility For Damage Claims - in connection with work to be performed in the State of California under this contract, it shall be understood that the 'indemnification and save harmless' requirements of Subsection 107.27 of the Standard Specifications extends to the State of California, the State Highway Commission, the Department of Transportation Director and officers and employees of the State of California."

(2) Signs shall be installed according to permittee's plan No. S-13 and plan titled "Temporary Protection and Direction of Traffic" on file in our office.

(3) Sign posts 6-inches and larger shall be drilled in accordance with California Standard Plan S43-13 attached.

(4) All work shall be adequately signed, lighted and barricaded to protect highway traffic and shall conform to the current Standard Specifications of the Department of Transportation.

(5) At least 24 hours before starting any work, notify Maintenance Superintendent A. B. Horton, 1745 South Main Street, Yreka, phone 842-2723, who will arrange for inspection and approval of the work covered by this permit.

This permit is to be strictly construed and no work other than that specifically mentioned above is authorized hereby.

This permit shall be void unless the work herein contemplated shall have been completed before ----- 19

7-23-76
Copies to
Versteeg
Keasey
Bud Shirley

1-Permittee
3-Supt. Horton
1-Wahl
1-File
1-Van Eaton

Department of Transportation

E. W. KNAEBEL
District Director of Transportation

By Harvey J. Krogh
H. J. Krogh, *District Permit Engineer*

GENERAL PROVISIONS

1. *Definition.* This permit is issued under Chapter 3 of Division 1 of the Streets and Highways Code. The term encroachment is used in this permit as defined in the said Chapter 3 of said code. Except as otherwise provided for public agencies and franchise holders, this permit is revocable on five days notice.

2. *Acceptance of Provisions.* It is understood and agreed by the Permittee that the doing of any work under this permit shall constitute an acceptance of the provisions.

3. *No Precedent Established.* This permit is granted with the understanding that this action is not to be considered as establishing any precedent on the question of the expediency of permitting any certain kind of encroachment to be erected within right of way of State highways.

4. *Notice Prior to Starting Work.* Before starting work the Permittee shall notify the District Director of Transportation or other designated employee of the district in which the work is to be done. Such notice shall be given at least three days in advance of the date work is to begin. Unless otherwise specified, all work shall be performed on weekday and during normal working hours of the Grantor's inspector.

5. *Keep Permit on the Work.* This permit shall be kept at the site of the work and must be shown to any representative of the Grantor or any law enforcement officer on demand.

6. *Permits from Other Agencies.* The party or parties to whom this permit is issued shall, whenever the same is required by law, secure the written order or consent to any work hereunder from the Public Utilities Commission of the State of California, or any other public board having jurisdiction, and this permit shall be suspended in operation unless and until such order or consent is obtained.

7. *Protection of Traffic.* Adequate provision shall be made for the protection of the traveling public. Barricades shall be placed with amber lights at night, also flagmen employed, all as may be required by the grantor for the particular work in progress.

8. *Minimum Interference With Traffic.* All work shall be planned and carried out so that there will be the least possible inconvenience to the traveling public except for the specific work permitted.

9. *Storage of Material.* No material shall be stored within eight (8) feet from the edge of pavement or traveled way or within the shoulder line where the shoulders are wider than eight feet. No supplies or equipment shall be stored on the highway until permittee is ready to start work.

10. *Clean Up Right of Way.* Upon completion of the work, all brush, timber, scraps and material shall be entirely removed and the right of way left in as presentable condition as before work started.

11. *Standards of Construction.* All work shall conform to recognized standards of construction.

12. *Supervision of Grantor.* All the work shall be done subject to the supervision of, and to the satisfaction of, the Grantor.

13. *Future Moving of Installation.* It is understood by the Permittee that whenever construction, reconstruction or maintenance work on the highway may require, the installation provided for herein shall, upon request of the Grantor, be removed or revised at the sole expense of the Permittee within five days of such notice.

14. *Expense of Inspection.* On work which requires the presence of an employee of the Grantor as inspector, the salary, traveling expense and other incidental expense of such inspection during the work shall be paid by the Permittee upon presentation of a bill therefor.

15. *Liability for Damages.* The Permittee is responsible for all liability for personal injury or property damage which may arise out of work herein permitted, or which may arise out of failure on the Permittee's part to perform his obligations under the permit in respect to maintenance. In the event any claim of such liability is made against the State of California, or any department, officer, or employee thereof, Permittee shall defend, indemnify and hold them and each of them harmless from such claim. This permit shall not be effective for any purpose unless and until the above-named Permittee files with the Grantor, a surety bond in the form and amount required by said Grantor, unless specifically exempted on the face hereof. The requirement that a bond be filed does not apply in the event the Permittee is a governmental board which derives its revenue by taxation.

16. *Making Repairs.* If the Grantor shall so elect, repairs shall be made by employees of the Grantor and the expenses thereof shall be borne by the Permittee. All payments to laborers, inspectors, etc., employed by said Grantor for or on account of the work herein contemplated, shall be made by said Permittee forthwith on receipt of written orders, payrolls or vouchers approved by Grantor. Or the Grantor may elect to require a deposit before starting repairs, in an amount sufficient to cover the estimated cost thereof.

The Grantor will give reasonable notice of its election to make such repairs. If the Grantor does not so elect, the Permittee shall make such repairs promptly. In every case the Permittee shall be responsible for restoring any portion of the highway which has been excavated or otherwise disturbed to its former condition as nearly as may be possible except where the Grantor elects to make repairs as above provided in this paragraph and except where provision to the contrary is made in the typewritten portion of the permit. Existing improvements shall be protected or relocated as required by work authorized by this permit. If existing improvements are damaged or their operation impaired by this work, they shall be replaced or restored to the satisfaction of the Grantor.

17. *Care of Drainage.* If the work herein contemplated shall interfere with the established drainage, ample provision shall be made by the Permittee to provide for it as may be directed by the Grantor.

18. *Submit Location Plan.* Upon completion of underground or surface work of consequence, the Permittee shall furnish plan to the Grantor's District Office showing location and details.

19. *Maintenance.* The Permittee agrees by the acceptance of this permit to exercise reasonable care to maintain properly any encroachment placed by it in the highway and to exercise reasonable care in inspecting for and immediately repairing and making good any injury to any portion of the highway which occurs as a result of the maintenance of the encroachment in the highway or as a result of the work done under this permit, including any and all injury to the highway which would not have occurred had such work not been done or such encroachment not placed therein.

PIPES, CONDUITS, GAS PUMPS, ETC.

20. *Crossing Roadway.* Service and other small diameter pipes shall be jacked or otherwise forced underneath pavement without disturbing same. Pavement or roadway shall not be cut unless specifically permitted on the face hereof. Service pipes will not be permitted inside of metal culvert pipes used as drainage structures.

21. *Limit Excavation.* No excavation is to be made closer than eight (8) feet from the edge of the pavement except as may be specified.

22. *Tunneling.* No tunneling will be permitted except on major work as may be specifically set forth on the face hereof.

23. *Depth of Pipes.* There shall be a minimum of 30 inches of cover over all pipes or conduits.

24. *Backfilling.* All backfilling is to be moistened as necessary and thoroughly compacted to required dry density per cubic foot. Whenever required by the Grantor, a trench crossing the roadway shall be backfilled with gravel or crushed rock.

276-E-762711
Oregon State Highway Division
Page 2 of 2

The permittee for himself, his personal representatives, successors in interest and assigns, as part of the consideration hereof, does hereby covenant and agree that (1) no person on the ground of race, color, or national origin shall be excluded from participation in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the ground of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the permittee shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said regulations may be amended.

That in the breach of any of the above non-discrimination covenants, the State of California, shall have the right to terminate the permit and to re-enter and repossess said land and the facilities thereon, and hold the same as if said permit had never been made or issued.

25. *Surfacing.* After proper backfilling, base and surfacing shall be replaced in kind, and the site restored to its original condition, all to the satisfaction of the Grantor.

26. *Maintain Surface.* The Permittee shall maintain the surface over structures placed hereunder as long as necessary.

27. *Pipes Along Roadway.* Pipes and utilities paralleling the pavement shall be located at the distance from traveled way and at such depth as specifically directed on the face hereof. Cutting of tree roots will not be permitted.

POLES, WIRES, CABLES AND OVERHEAD STRUCTURES

28. *Location Pole Lines, etc.* Pole lines shall be located one foot from the property line unless otherwise specified on the face hereof.

29. *Public Utilities Commission Orders.* All clearances and type of construction shall be in accordance with the applicable orders of the Public Utilities Commission of the State of California.

30. *Permission from Property Owners.* Whenever necessary to secure permission from abutting property owners, such authority must be secured by the Permittee prior to starting work.

31. *Clearance of Trees.* Poles must be of such height as to permit clearance over a tree 40 feet in height, where quick growing trees are in place. At locations where slow growing trees are in place, normal construction standard may be followed at the option of the pole line company, with provision to ultimately clear a 40-foot tree.

32. *Guy Wires.* No guy wires are to be attached to trees except on specific authority and in no event shall they be so attached as to girdle the tree or interfere with its growth. Guy wires shall be kept at a minimum elevation of six feet above the ground whenever so directed.

33. *Clearing Around Poles.* The Permittee shall remove and keep clear all vegetation from within a radius of at least five feet of the poles.

34. *Painting or Visibility Strips.* All poles are to be painted for a distance of six feet above the ground using white lead and oil or aluminum paint or in lieu thereof, when poles have creosoted butts, wood, metal or other approved type of visibility strips may be placed. Wood strips are to be Douglas fir 1″ x 3″—5′ long placed on 6″ centers about the base of pole and painted with white lead and oil or aluminum paint. If metal strips are used such strips may be placed either vertically or horizontally. Paint is to be renewed as often as may be required to maintain a satisfactory covering. If not painted when installed or renewed as the Grantor may consider necessary, the right is reserved to have this painting done and the Permittee hereby agrees to bear the cost thereof under the terms of this permit.

Poles that do not present a possible traffic hazard will be given consideration for exemption from those provisions upon written request of Permittee accompanied by pertinent data as to pole location, difference in elevation, etc. The Grantor's decision will be final in this regard.

35. *Remove Old Poles, Guys and Stubs.* The entire length of such timbers shall be removed from the ground and the holes backfilled and thoroughly tamped. In paved areas, temporary A.C. surfacing shall be placed until such time as permanent repairs are made.

PLANTING TREES

36. *Location and Species.* The location and kind of trees to be planted shall be specified on the face of this permit.

37. *Planting and Maintenance Cost.* The Permittee must bear the cost of planting the trees. The arrangement as to maintenance of the trees shall be specifically set forth on the face of the permit. In particular cases arrangements may be made for the Grantor to do this work upon deposit of a certain sum for each tree which is to be planted. The Grantor reserves the right to assume the maintenance or to decline to do so as conditions justify.

38. *Group Planting.* The cost of group plantings and similar special work which may be agreed upon with the Grantor shall be borne by the Permittee. Land for such plantings shall be secured in fee by the Permittee and turned over to the State. Plantings for parking and picnic grounds will not be considered in this connection.

REMOVAL OR TRIMMING OF ROADSIDE TREES

39. *Removal of Trees.* When permit is granted for removal of a tree as an independent operation or as a part of other work, the entire stump shall be taken out for a depth of at least two feet below the ground surface or pulverized with a rotary stump grinder.

40. *Clearing the Site.* All timber and debris shall be removed from the right of way. The hole left by the stump shall be backfilled and thoroughly tamped and the site left in a presentable condition.

41. *Trimming of Trees.* In general, only light trimming of branches two inches or less in diameter will be permitted and only when specifically so stated on the face hereof. The shapeliness of the tree must be preserved.

42. *Inspection.* If the permit requires inspection by the Grantor during progress of the work the cost of inspection shall be borne by the Permittee. No charge will be made for occasional routine inspection.

Road Approaches, Connecting Pavements and Minor Work

43. *Grades and Specifications.* Grades and types of construction shall be as detailed by plans or stated on the face of this permit.

44. *Borrow and Waste.* Only such borrow and waste will be permitted and within the limits as set forth on the face of this permit.

45. *Minor Work.* Grading down of small banks, small ditches, placing of awnings, and other similar minor work shall be governed by the general provisions and as detailed on the face hereof.

Signs

46. *Clearance of Signs.* The minimum clearance from the sidewalk shall be twelve feet unless otherwise provided as a provision of this permit.

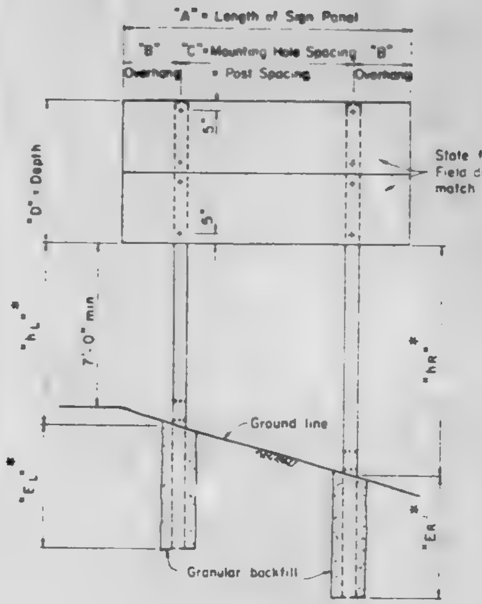
Railroad Crossings

47. *Safety and Convenience.* The future safety and convenience of the traveling public shall be given every consideration in the location and type of construction.

48. *Meet Highway Grade.* The grade and superelevation of the track must conform to the grade of the highway at point of crossing.

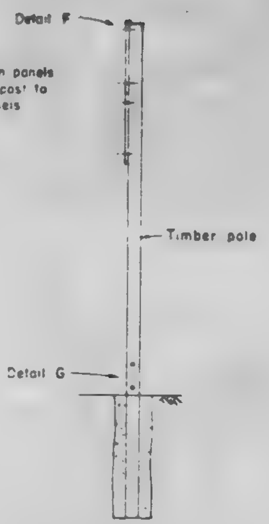
49. *Width of Paving.* The crossing shall be planked or paved as may be specified on the face of this permit for the full roadway and shoulder width.

EST. 5471. 13600-500 5-73 10M △ OSP

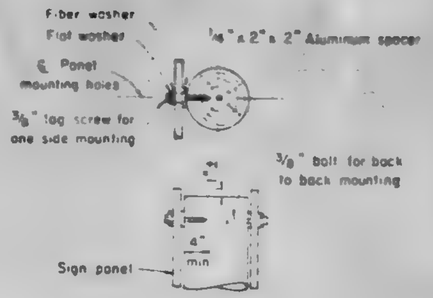

"A" = Length of Sign Panel
"B" Overhang
"C" = Mounting Hole Spacing = Post Spacing
"B" Overhang
"D" = Depth
5"
5"
State furnished sign panels
Field drill holes in post to match holes in panels
"hL" *
7'-0" min
"hR" *
Ground line
"EL" *
"ER" *
Granular backfill

ELEVATION

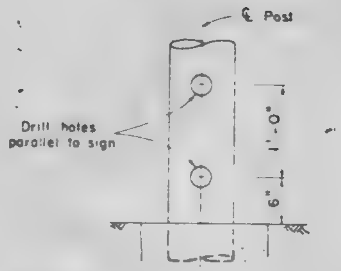
* Dimensions given on "Format" sheet are for fabrication. At time of installation adjust these dimensions to provide a level sign approximately 7' above roadway shoulder.


Detail F
Timber pole
Detail G

END VIEW


Fiber washer
Flat washer
℄ Panel mounting holes
3/8" lag screw for one side mounting
1/16" x 2" x 2" Aluminum spacer
3/8" bolt for back to back mounting
1"
4" min
Sign panel

DETAIL F


℄ Post
Drill holes parallel to sign
1'-0"
6"

DETAIL G

Pole Diameter at Ground Line	Hole Dia
6" to less than 7"	2"
7" to less than 8"	2"
8" to less than 9"	2½"
9" to less than 10½"	3"
10½" to less than 12"	3½"
Over 12"	4"

SIGN PANEL LENGTH	SIGN PANEL OVERHANG	MOUNTING HOLE SPACING
"A"	"B"	"C"
4' - 8"	7"	3' - 6"
5' - 0"	9"	3' - 6"
6' - 0"	12"	4' - 0"
7' - 0"	15"	4' - 6"
8' - 0"	18"	5' - 0"
9' - 0"	22"	5' - 4"
10' - 0"	24"	6' - 0"
11' - 0"	24"	7' - 0"
12' - 0"	30"	7' - 0"
13' - 0"	30"	8' - 0"
14' - 0"	30"	9' - 0"
15' - 0"	36"	9' - 0"
16' - 0"	39"	9' - [illegible]"
17' - 0"	39"	10' - 6"
18' - 0"	42"	11' - 0"
19' - 0"	45"	11' - 6"
20' - 0"	48"	12' - 0"
21' - 0"	51"	12' - 6"
22' - 0"	51"	13' - 6"
23' - 0"	54"	14' - 0"
24' - 0"	57"	14' - 6"

LAMINATED PANELS

Notes: See Sign "Format" sheet and/or Sign "Location" and/or "Quantities" sheet for

1 Station of each sign
2 Distance from edge of pavement or other layout line
3 Length of Sign "A"
4 Depth of Sign "D"
5 Height "h" of each pole above foundation
6 Depth of embedment "E" for each pole
7 Diameter of post hole
8 Class of timber pole

June 25, 1974

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

ROADSIDE SIGNS
TIMBER POLES
TYPICAL INSTALLATION DETAILS NO. 3

S43-13

6/6/74 Deleted steel posts

8472 8

July 9, 1976

Mr. Eugene W. Knaebel
District Traffic Engineer
California Department of
Transportation
District 2
P. O. Box 2107
Redding, California 96001

Dear Mr. Knaebel:

S. Ashland-California State Line Section
Pacific Highway (I-5)
Jackson County

We are presently preparing contract plans for an 11.5-mile project beginning at the Oregon-California State Line on Interstate 5. This project will involve upgrading to present safety standards and adding truck climbing lanes over the Siskiyou Summit.

It will be necessary to install advanced construction warning signs within the State of California. Enclosed for your review is Drawing S-13 (Advance Construction Sign details) and drawings with signs shaded in yellow that will be installed in California.

Also enclosed is Article 107.21 "Responsibility for Damage Claims" from our Standard Specifications for Highway Construction. We will extend the "hold harmless clause" by adding the following to the Special Provisions for the subject project:

> The following is hereby added to the Special Provisions:
>
> "Subsection 107.21 Responsibility for Damage Claims - in connection with the work to be performed in the State of California under this contract, it shall be understood that

> the 'indemnification and save harmless' requirements of Subsection 107.27 of the Standard Specifications extends to the State of California, the California State Highway Commission, the California State Highway Engineer and officers and employees of the State of California."

We request authority to install construction signs within the State of California for this project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

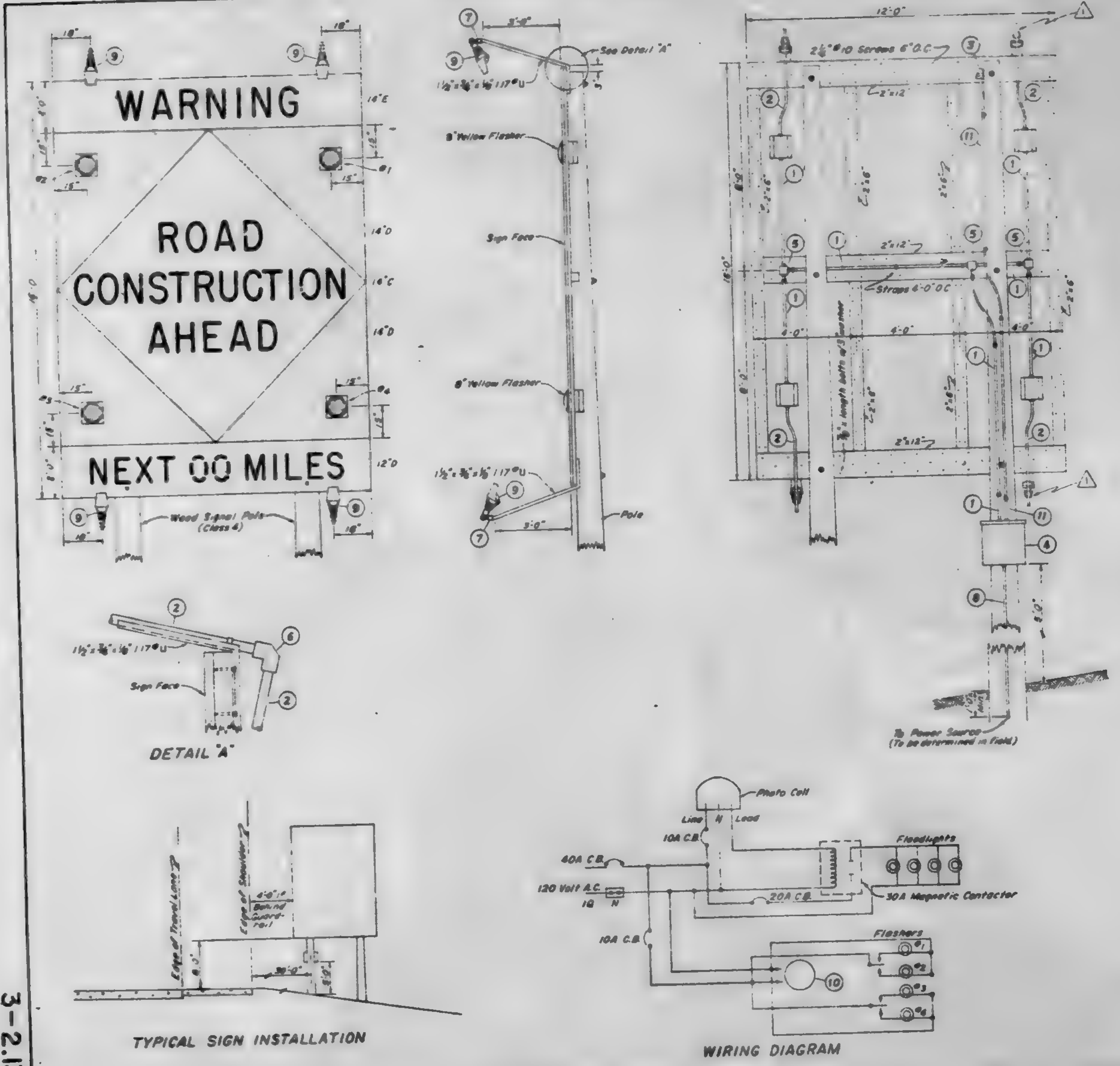
bc H. S. Coulter
R. L. Schroeder
J. H. Versteeg
J. B. Boyd
C. T. Keasey (enc.)
L. W. Rulien
Alfred Shirley (enc.)

DOC:az ja

107.21 Responsibility for Damage Claims - The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately-protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.


WARNING
ROAD CONSTRUCTION AHEAD
NEXT 00 MILES
Wood Signal Pole (Class 4)
See Detail "A"
8" Yellow Flasher
Sign Face
Pole
1½"x⅜"x⅛" 117° U
5'-0"
12'-0"
16'-0"
4'-0"
2½" #10 Screws 6" O.C.
Straps 6'-0" O.C.
2"x12"
2"x6"
To Power Source (To be determined in Field)
DETAIL "A"
TYPICAL SIGN INSTALLATION
Edge of Travel Lane
Edge of Shoulder
Behind Guard-rail
WIRING DIAGRAM
Photo Cell
Line
N
Load
10A C.B.
40A C.B.
120 Volt A.C. 1Φ
20A C.B.
30A Magnetic Contactor
Floodlights
Flashers
#1
#2
#3
#4

The Oversize Advance Construction Sign should be installed behind existing guardrail or other such protected location.

Sign Blank. The sign blank is to be constructed of two 4'x8'x¾" sheets of black high density overlay plywood. The three legend areas shall be orange reflectorized sheeting with black screened or cut-out legend. The other areas are to be left black. A maximum of three horizontal splices will be permitted in the reflective sheeting.

Posts. The posts are to be class 4 signal poles, length as required. Minimum penetration 6'-0". Poles to be notched for horizontal conduit.

Flasher. Flashing Beacon shall be an Eagle Signal Corporation Type S11C or Crouse-Hinds Type TSU-11, or equal securely fastened to sign.

Hardware & Fasteners: All hardware & fasteners are to be galvanized, stainless steel or aluminum.

Paint. Poles are to be left natural. 2x12 & 2x6 splice plates are to be given two coats of black enamel.

⚠ Bend conduit so light is not visible from back of sign.

L E G E N D

① ¾" galv. rigid conduit w/4 No. 10 T/W wire
② ¾" galv. rigid conduit w/2 No. 10 T/W wire
③ Photo-electric relay Stoker S-993 or Precision J-2-275 Mounting [illegible] or approved equal
④ 6"x30"x30" galv. cabinet (See wiring diagram)
⑤ 4"x4"x4" galv. cast iron junction box w/cover or galv. steel equal
⑥ ¾" - 90° wiring elbow
⑦ ¾" - ½" reducer as required
⑧ 1" galv. rigid conduit w/2 No. 8 T/W wire
⑨ Flood lamp, Stonco CLG 300C or Stoker S-300 or approved equal with 300-watt PAR lamp, glare shield & wire guard
⑩ Jack mounted, solid state flasher mechanism. Two alternating circuits rated at maximum of 10 amps per circuit
⑪ ¾" galv. rigid conduit w/3 No. 10 T/W wire

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
STANDARD
OVERSIZE ADVANCE
CONSTRUCTION SIGN

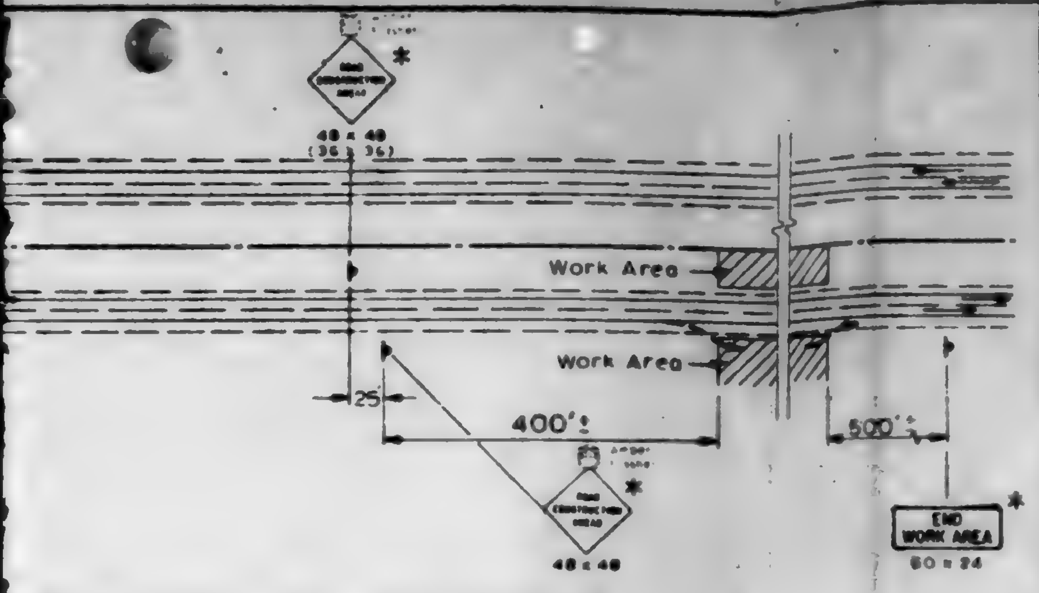
S-13

3-2.13

S.ASHLAND INTCHG. [illegible]IFORNIA STATE LINE SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No.
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

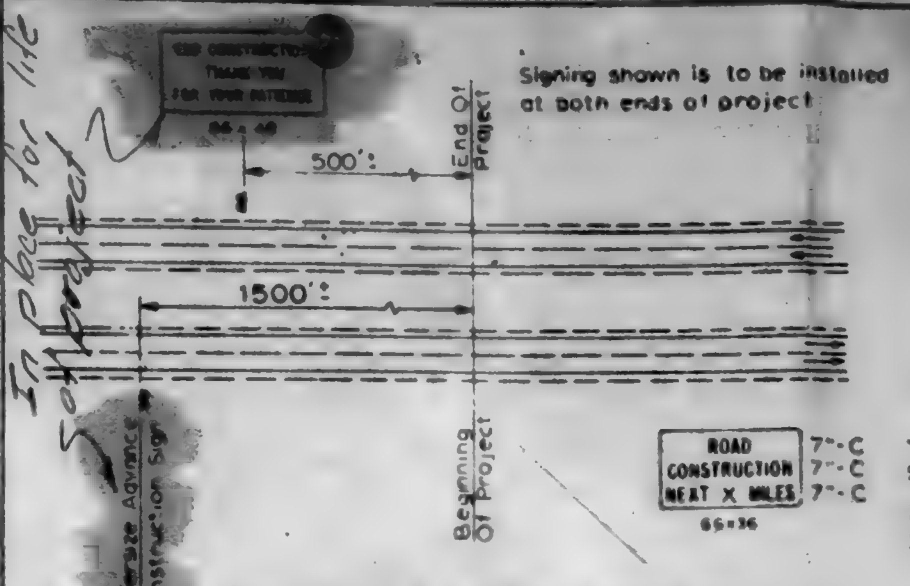
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

Accompanied By Dwgs. S-1, S-5, S-6, S-12
S-13 & 2126 C



48 x 48
(36 x 36)
Work Area
Work Area
25
400'±
500'±
48 x 48
END WORK AREA
60 x 24
*

ADJACENT TO SHOULDER



END CONSTRUCTION THANK YOU FOR YOUR PATIENCE
66 x 48
500'±
End Of Project
1500'±
Oversize Advance Construction Sign
Beginning Of Project
ROAD CONSTRUCTION NEXT X MILES
7"-C
7"-C
7"-C
66 x 36

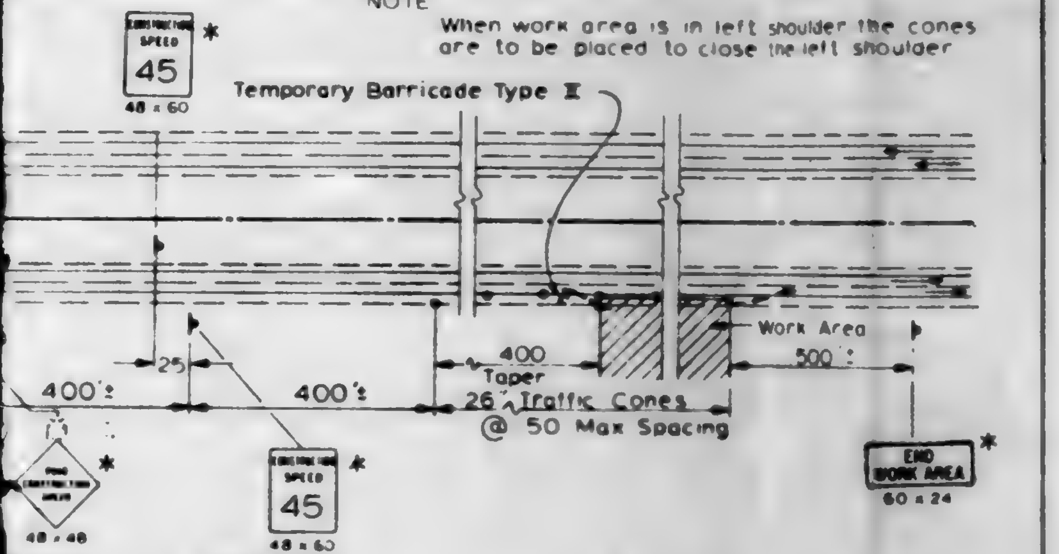
Signing shown is to be installed at both ends of project

In place for life of project

PROJECT LIMITS SIGNING

To be installed on North and South "ON RAMPS" of Siskiyou Station Interchange.

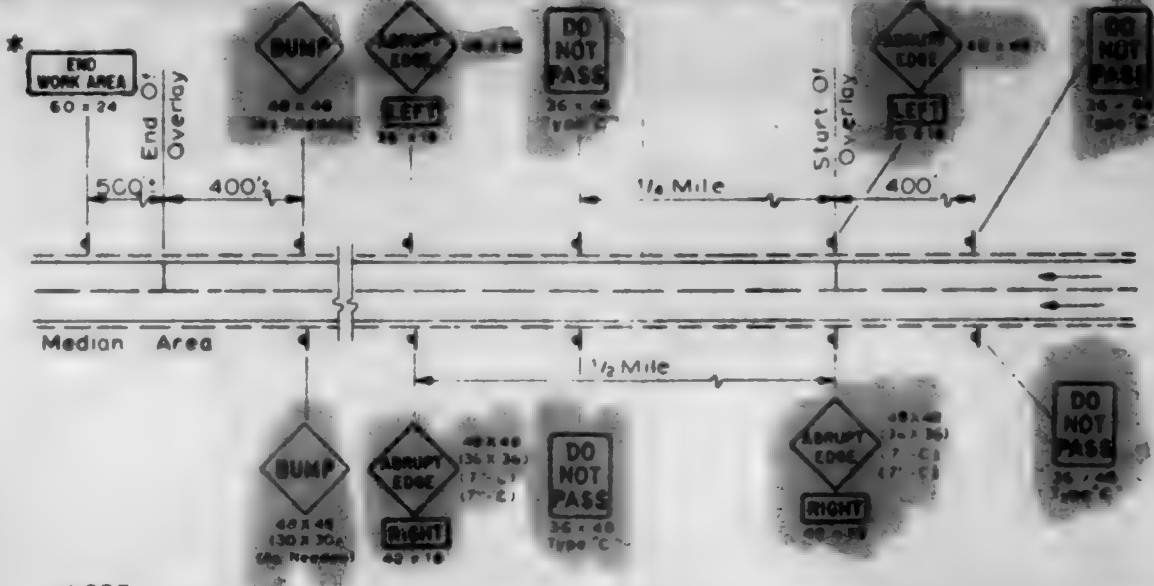
X = 6 Northbound ON RAMP Sta. "B" 523+50 Lt.
X = 5 Southbound ON RAMP Sta. "E" 527+50 Rt.



SPEED 45
48 x 60
*
Temporary Barricade Type II
25
400'±
400'±
400
Taper
26" Traffic Cones
@ 50 Max Spacing
Work Area
500'±
48 x 48
SPEED 45
48 x 60
END WORK AREA
60 x 24

NOTE
When work area is in left shoulder the cones are to be placed to close the left shoulder

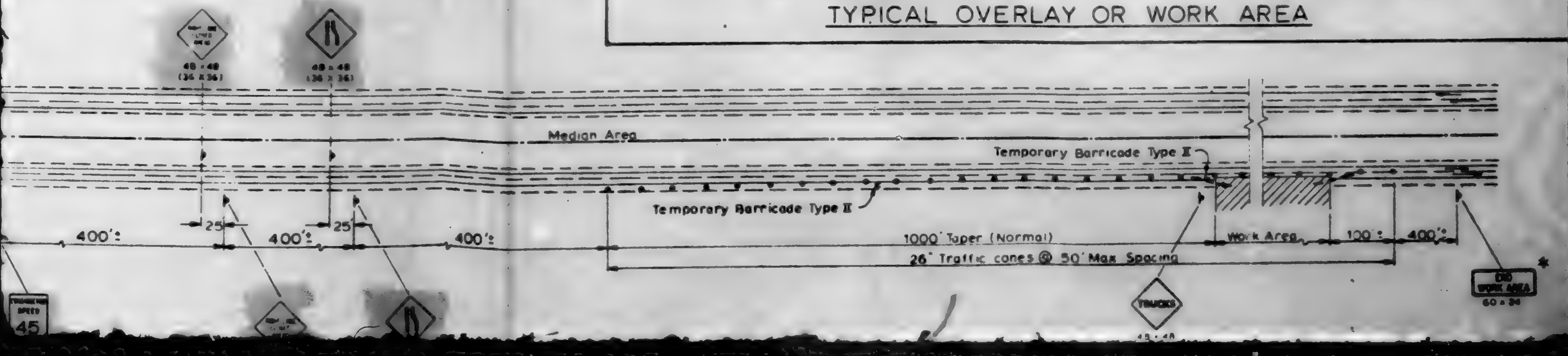
DER CLOSURE



*
END WORK AREA
60 x 24
End Of Overlay
BUMP
48 x 48
ABRUPT EDGE
LEFT
DO NOT PASS
36 x 48
Type "C"
Start Of Overlay
500'±
400'±
1/4 Mile
400'
Median Area
1 1/2 Mile
BUMP
48 x 48
(30 x 30)
ABRUPT EDGE
48 x 48
(36 x 36)
(7"-C)
RIGHT
42 x 18
DO NOT PASS
36 x 48
Type "C"
ABRUPT EDGE
RIGHT
DO NOT PASS
36 x 48
Type "C"

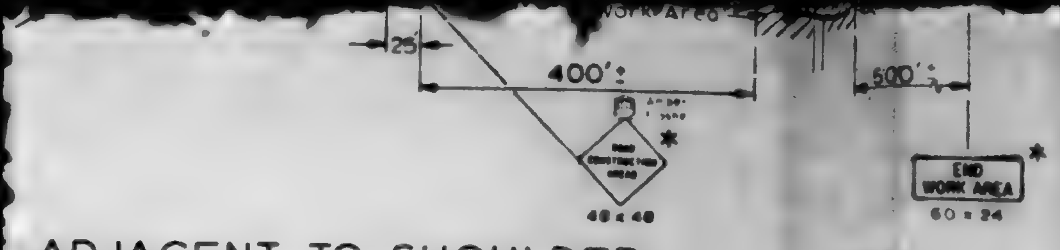
NOTE:
Additional "DO NOT PASS" and "ABRUPT EDGE" signs with appropriate rider to be installed alternately on both sides of highway at 1/4 mile intervals throughout overlay or work area where applicable

TYPICAL OVERLAY OR WORK AREA

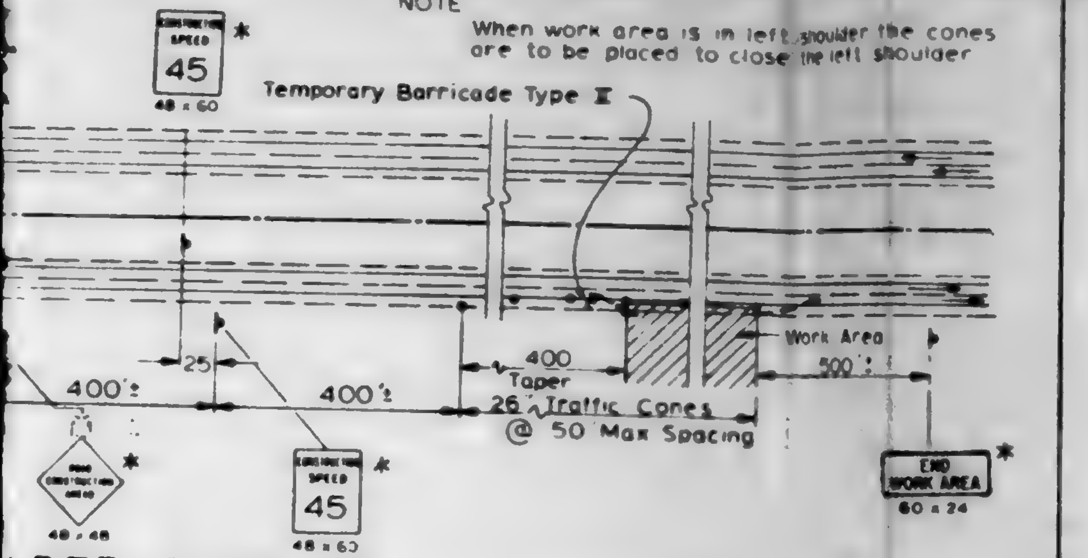


48 x 48
(36 x 36)
48 x 48
(36 x 36)
Median Area
Temporary Barricade Type II
Temporary Barricade Type II
25
25
400'±
400'±
400'±
1000' Taper (Normal)
26" Traffic cones @ 50' Max Spacing
Work Area
100'±
400'±
SPEED 45
TRUCKS
48 x 48
END WORK AREA
60 x 24
*

S-13 & 2126 C

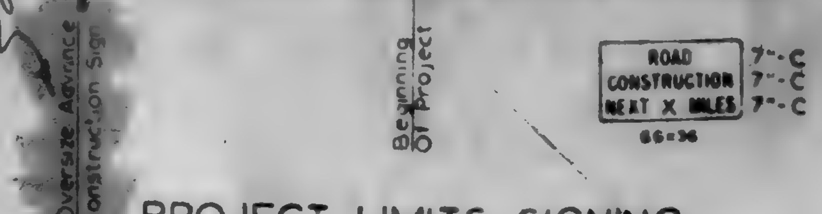

25
400'±
500'±
Work Area
48 x 48
END WORK AREA
60 x 24
*

ADJACENT TO SHOULDER


45
48 x 60
*
Temporary Barricade Type II
400
Taper
26" Traffic Cones
@ 50' Max Spacing
Work Area
500'±
400'±
25
400'±
48 x 48
45
48 x 60
END WORK AREA
60 x 24

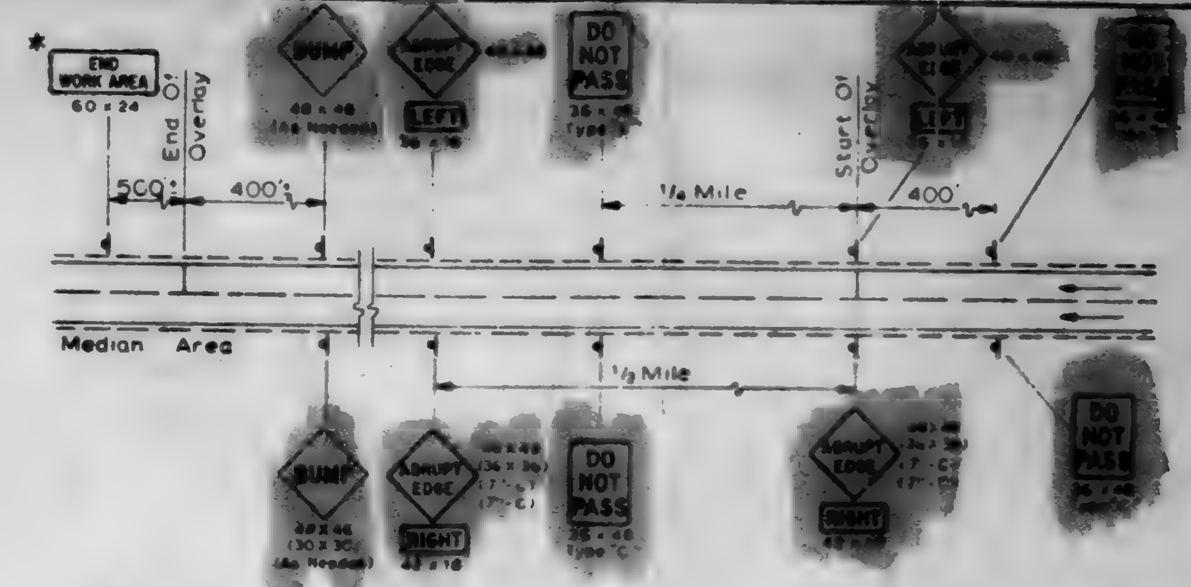
NOTE
When work area is in left shoulder the cones are to be placed to close the left shoulder

LDER CLOSURE


Oversize Advance Construction Sign
Beginning Of Project
ROAD CONSTRUCTION NEXT X MILES
7"-C
7"-C
7"-C
66 x 36

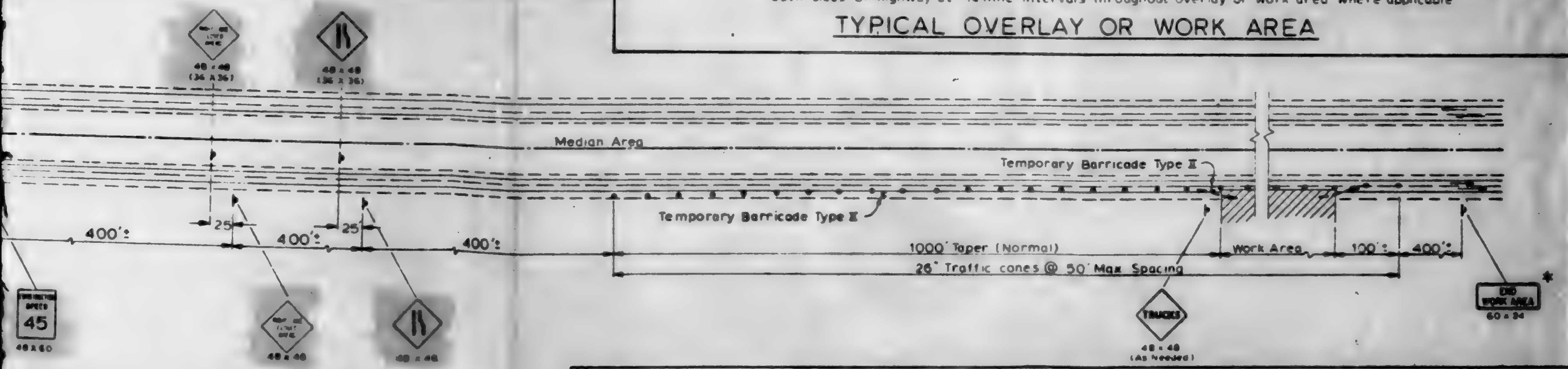
To be installed on North and South "ON RAMPS" of Siskiyou Station Interchange.
X = 6 Northbound ON RAMP Sta "B" 523+50 Lt.
X = 5 Southbound ON RAMP Sta "E" 527+50 Rt.

PROJECT LIMITS SIGNING


*
END WORK AREA
60 x 24
End Of Overlay
500'
400'±
BUMP
48 x 48
(As Needed)
ABRUPT EDGE
LEFT
DO NOT PASS
36 x 48
Type "C"
1/4 Mile
Start Of Overlay
400'
Median Area
1/4 Mile
BUMP
(30 x 30)
(As Needed)
ABRUPT EDGE
48 x 48
(36 x 36)
RIGHT
DO NOT PASS
36 x 48
Type "C"

NOTE:
Additional "DO NOT PASS" and "ABRUPT EDGE" signs with appropriate rider to be installed alternately on both sides of highway at 1/4 mile intervals throughout overlay or work area where applicable

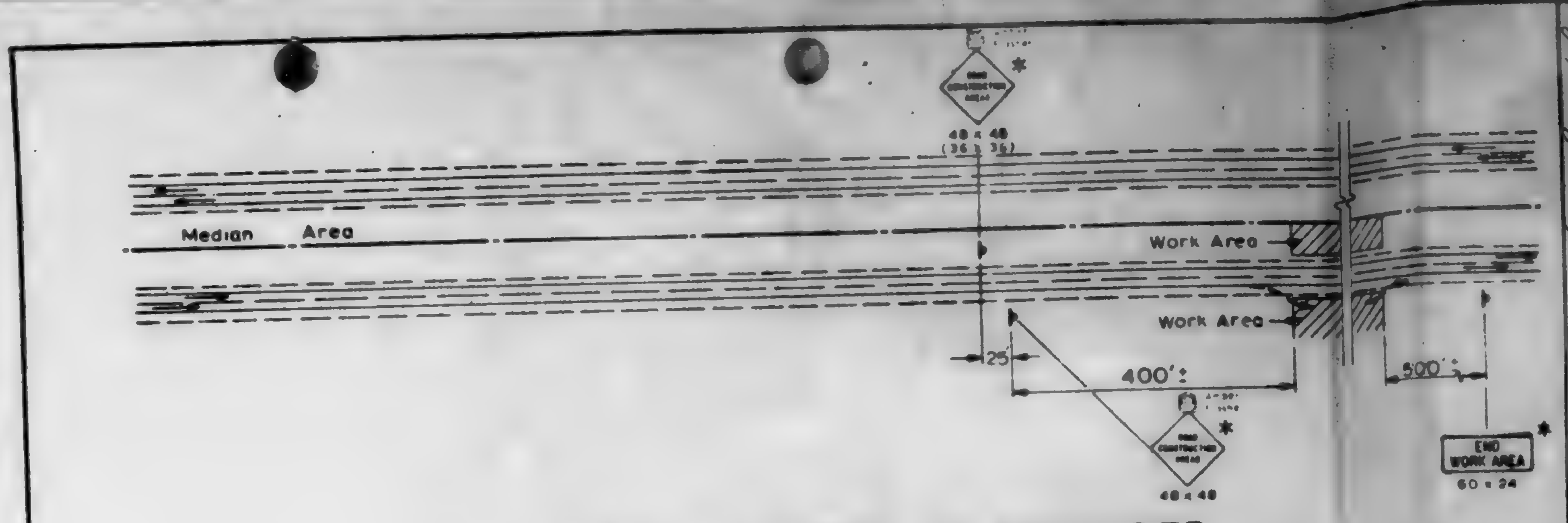
TYPICAL OVERLAY OR WORK AREA


48 x 48
(36 x 36)
48 x 48
(36 x 36)
Median Area
Temporary Barricade Type II
Temporary Barricade Type II
400'±
25
400'±
25
400'±
1000' Taper (Normal)
26" Traffic cones @ 50' Max Spacing
Work Area
100'±
400'±
45
48 x 60
48 x 48
48 x 48
TRUCKS
48 x 48
(As Needed)
END WORK AREA
60 x 24
*

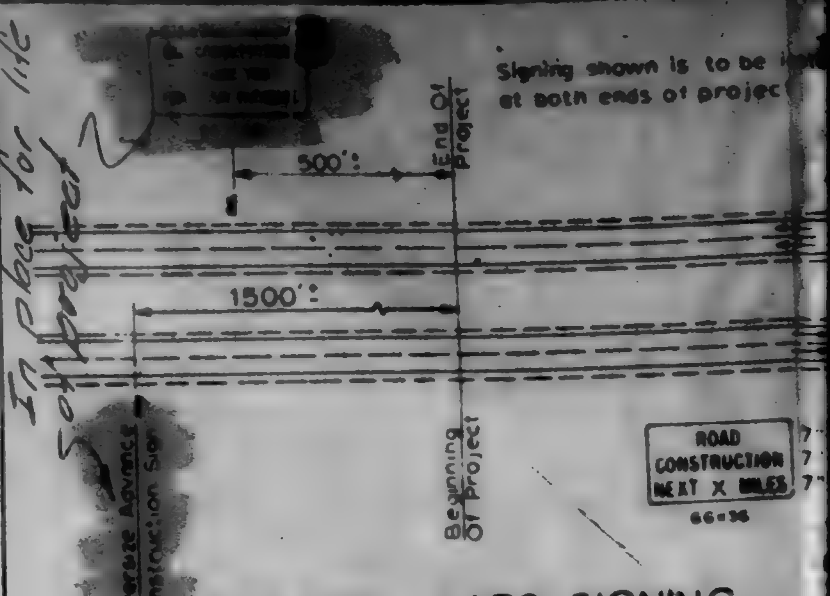
be placed to close left lane.
to be replaced with "LEFT LANE CLOSED AHEAD", and transition signs where the median is 9'-0" or less in width, an one lane ection of traffic.
one lane closure, (left lane), will be used for one direction e other.

ONE LANE CLOSURE

NOTES
All signs are to be Type "O" unless otherwise noted on plans
Signing and traffic cones shown to be installed in conjunction with the work areas, shall move with the work areas
Truck Movements Shown Thus ‐‐‐→
Where many (many to be defined by the engineer) trucks are entering and leaving the work area use "ONE LANE CLOSURE"
Extend 26" traffic cones 1000' from the end of the work area along the painted lane line to form a truck acceleration lane.
Where trucks are permitted to cross the median, a ONE LANE CLOSURE (left lane) will be required for each direction of traffic
In areas where the median is 9'-0" or less use sign sizes in parenthesis.
* = Signs not to be installed in California.


48 x 48
(36 x 36)
Median Area
Work Area
Work Area
25
400'±
500'±
END WORK AREA
60 x 24
48 x 48
*

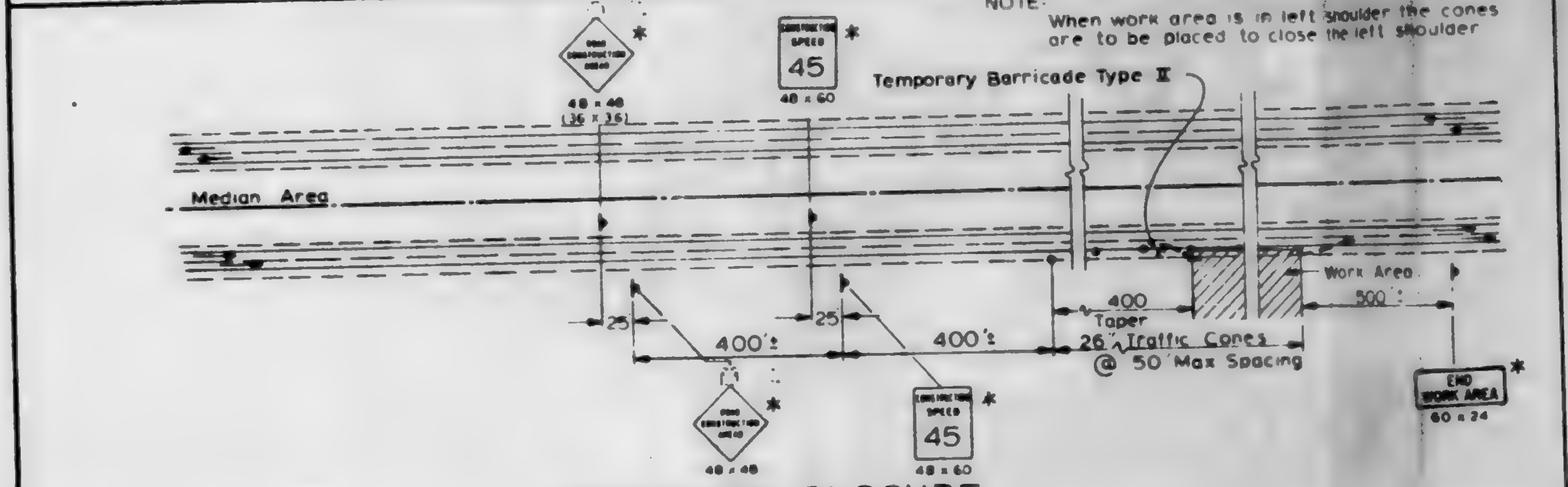
WORK ADJACENT TO SHOULDER


Signing shown is to be i
at both ends of projec
500'±
End Of Project
1500'±
Oversize Advance Construction Sign
Beginning Of Project
ROAD CONSTRUCTION NEXT X MILES
66 x 36

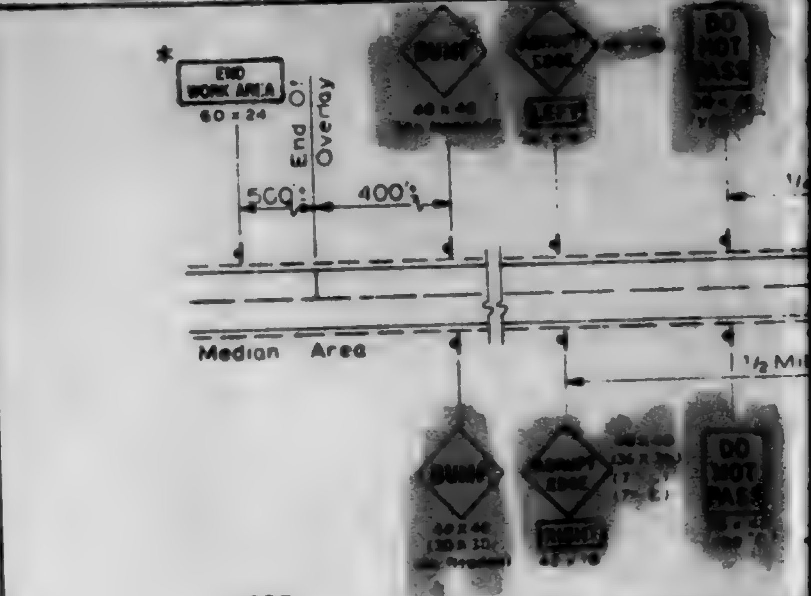
In place for life of project

PROJECT LIMITS SIGNING

NOTE:
When work area is in left shoulder the cones are to be placed to close the left shoulder

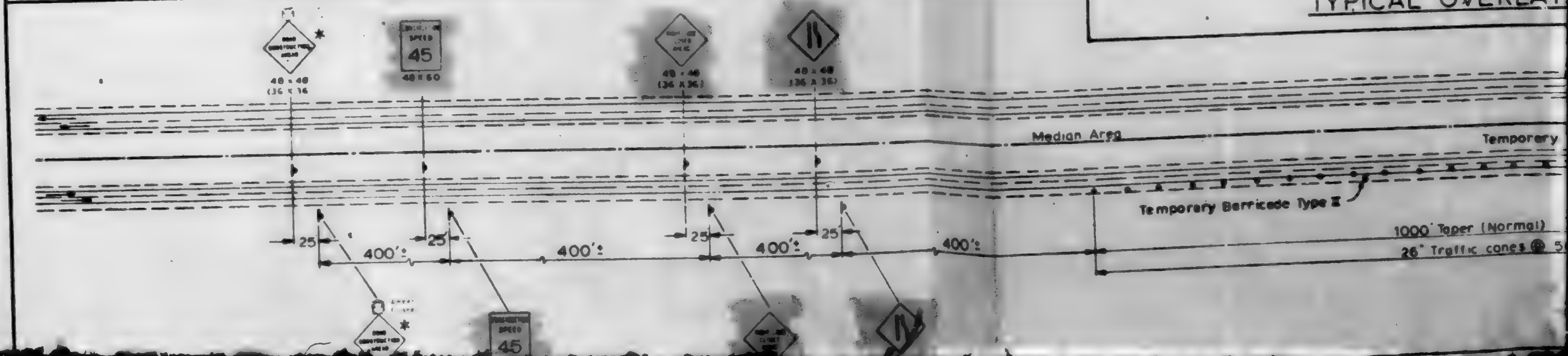

48 x 48
(36 x 36)
SPEED
45
48 x 60
Temporary Barricade Type II
Median Area
Work Area
25
400'±
400 Taper
26" Traffic Cones @ 50' Max Spacing
500'±
END WORK AREA
60 x 24
*

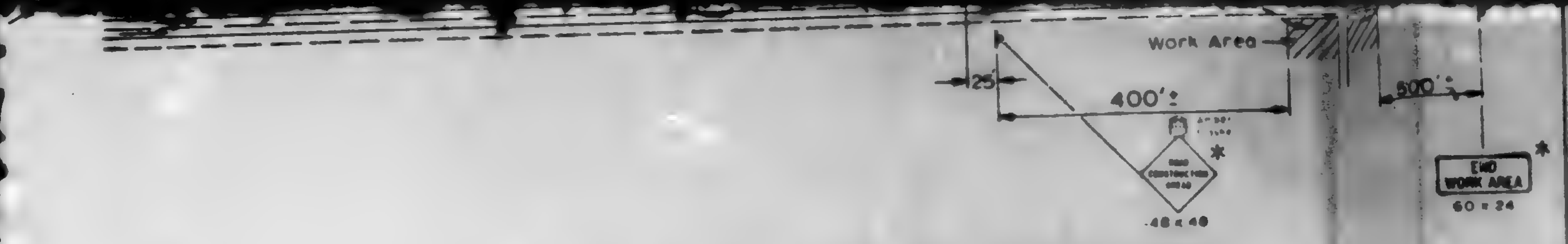
SHOULDER CLOSURE


END WORK AREA
60 x 24
End Of Overlay
500'±
400'±
BUMP
48 x 48
ABRUPT EDGE
LEFT
DO NOT PASS
Median Area
1/2 Mi
RIGHT
*

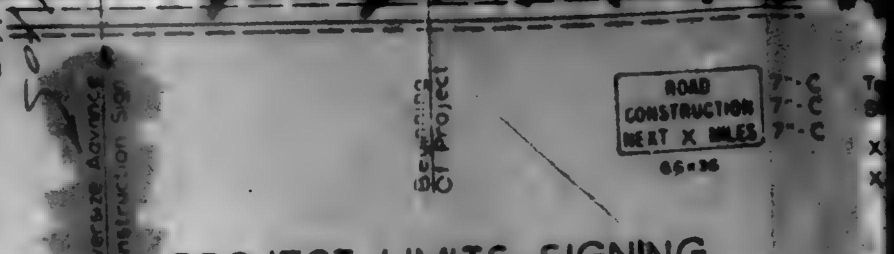
NOTE:
Additional DO NOT PASS and ABRUPT EDG
both sides of highway at 1/4 mile intervals

TYPICAL OVERLAY


48 x 48
(36 x 36)
SPEED
45
48 x 60
Median Area
Temporary
Temporary Barricade Type II
25
400'±
1000' Taper (Normal)
26" Traffic cones @ 5
*

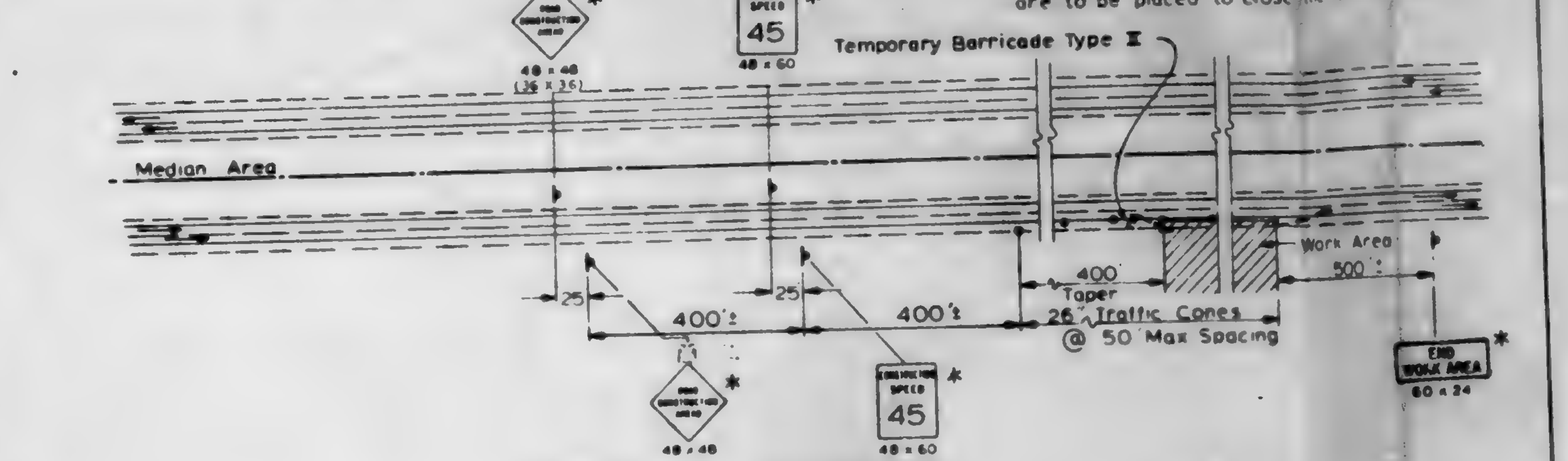

Work Area
25
400'±
500'±
END WORK AREA
60 x 24
48 x 48
*

WORK ADJACENT TO SHOULDER

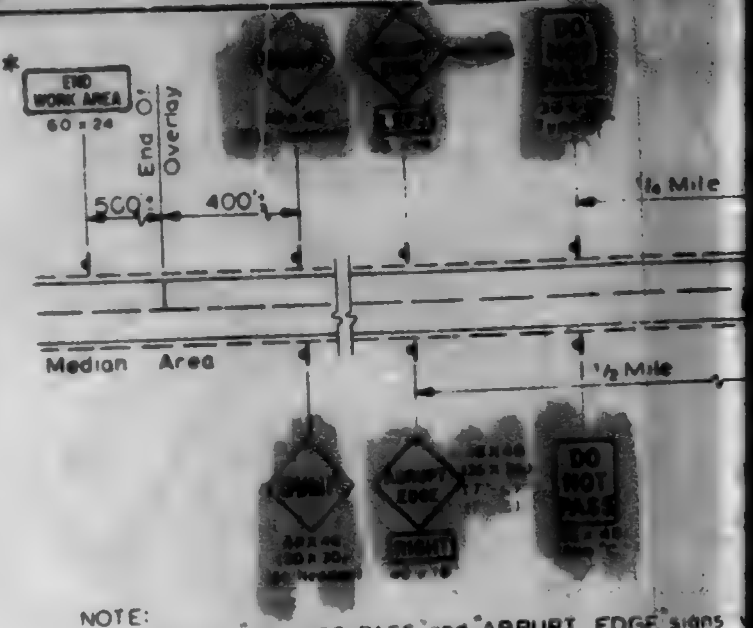

Oversize Advance Construction Sign
Beginning Of Project
ROAD CONSTRUCTION NEXT X MILES
65 x 36
7"-C
7"-C
7"-C

PROJECT LIMITS SIGNING

NOTE: When work area is in left shoulder the cones are to be placed to close the left shoulder

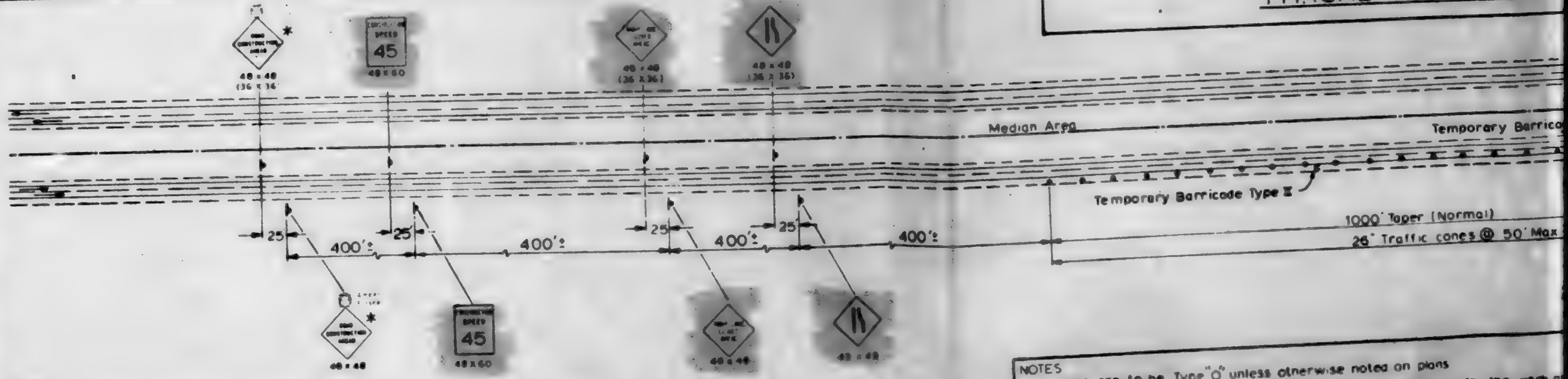

Temporary Barricade Type II
Median Area
48 x 48
(36 x 36)
SPEED 45
48 x 60
25
400'±
400
Taper
26" Traffic Cones @ 50' Max Spacing
Work Area
500'±
END WORK AREA
60 x 24
48 x 48
*

SHOULDER CLOSURE


END WORK AREA
60 x 24
*
End Of Overlay
500'±
400'±
1/4 Mile
1/2 Mile
Median Area
ABRUPT EDGE
RIGHT
DO NOT PASS
48 x 48

NOTE:
Additional "DO NOT PASS" and "ABRUPT EDGE" signs both sides of highway at 1/4 mile intervals throug

TYPICAL OVERLAY OR


48 x 48
(36 x 36)
SPEED 45
48 x 60
Median Area
Temporary Barrica
Temporary Barricade Type II
1000' Taper (Normal)
26" Traffic cones @ 50' Max
25
400'±
48 x 48
*

NOTE:
When work area is in left lane, the cones are to be placed to close left lane.
"RIGHT LANE CLOSED AHEAD", and transition signs are to be replaced with "LEFT LANE CLOSED AHEAD", and transition signs.
When replacing the metal median barrier in areas where the median is 9'-0" or less in width, an one lane closure, (left lane), will be required for each direction of traffic.
Where the median is more than 9'-0" in width, a one lane closure, (left lane), will be used for one direction of traffic and an interior shoulder closure for the other.

ONE LANE CLOSURE

NOTES
All signs are to be Type "O" unless otherwise noted on plans
Signing and traffic cones shown to be installed in conjunction with the work a
Truck Movements Shown Thus
Where many (many to be defined by the engineer) trucks are entering and lea
Extend 28" traffic cones 1000' from the end of the work area along
Where trucks are permitted to cross the median, a ONE LANE CLOSURE
In areas where the median is 9'-0" or less use sign sizes in parenthesis.
* = Signs not to be installed in California.

8472 7-8-76 8

FEDERAL HIGHWAY ADMINISTRATION

I-5-1(90)00

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. South Ashland-California State Line
	ITEM NO. I-858	COUNTY NAME Jackson
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE July 8, 1976	FEDERAL ROUTE NUMBER Interstate Route 5
		STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

I-5 California State Line North 11.5 miles

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*)
Program Approval
(TEC 2,500 FF 2,307)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-2-76 letter I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 7-2-76 letter, you are authorized to proceed with all phases of right of way acquisition as programed at an estimated total cost of $2,500 - Federal funds $2,307.

DATE 7-8-76	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-096

8472

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 2, 1976

J. E. Christopher

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: S. Ashland-Calif. Line Sec.
Pacific Highway
Jackson County

TO: H. S. Coulter
State Highway Engineer

Attached is as much data as I have been able to accumulate relative to recent truck accidents on the Siskiyous. Included are photos, correspondence from Bill Maude describing various accidents and a sketch map showing locations. We will continue to monitor and develop more info with the help of Maintenance, State Police and attendants at the Siskiyou S.R.A. Info Center.

On the basis of what I see so far, I believe we should seriously consider constructing even some minimal type emergency devices.

jxw/cw
Attach.

cc Wm. Maude

JX
what and where?
Scott
7-13-76

RECEIVED
STATE HWY ENGR
JUL 7 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

ROSEBURG REGION
RECEIVED
JUL - [illegible] 1976

DATE June 29, 1976

TO J.X.Wilson, Region Construction Engineer

Wm H. Maude

FROM Wm.H.Maude, Resident Engineer

SUBJECT Fatal Camper Accident
Near Siskiyou Summit
Pacific Highway

On June 28, 1976 there was a double fatality accident at M.P.617 on Interstate Five. Two people were burned to death.

Reports indicate that the camper had a fire in the rear since at least the summit. At approximately the siskiyou interchange, a car tried to warn them but the vehicle was moving very fast and the occupants were already aware of the fire. At this time apparently the brake linings had already burned through. Listed below is a log of the highway and signs of damage from this accident:

M.P.6.1 First debris. Mainly pieces of thin metal.

M.P.6.25 Effects of fire on pavement visible. Vehicle rubbed median rail and left smoke damage. Amount of debris increasing, including casting for sewer hookup.

M.P.6.4 The vehicle had crossed to the right hand barrier. The fire had caused the treatment in the guard rail posts to bubble. By this time the left dual wheels were melting leaving tracks and chunks of rubber on the pavement. Debris extreme(possible butane explosion?)

M.P.6.6 The vehicle hit the median barrier, losing a motorcycle which was being carried in,the sawtooth. Heavy fire damage.

M.P.6.7 The vehicle hit the shoulder barrier and rubbed along it for about 200 feet before coming to rest. Guard rail post 100 feet back were on fire.

About a year ago there was much discussion and some work by E.Purdy on "Sandpile Escape Ramps". Purdy suggested that the area between the NB on ramp and the highway at the Siskiyou Interchange be utilized as a sand pile. In addition two other sites were recommended. One at M.P.6.05 to M.P.6.25 and the other at Neil Creek slide, M.P.9.3.

If either of the upper escape ramps had been built, it is possible that there would have been no fatalities in this accident.

Accident

1976

M.P. 6.1 #1 Debris & molten fiber glass.

M.P. 6.4 #2 Smoke & Heat on Rail

M.P. 6.25 #3 Signs of flame on pavement.

M.P. 6.4 #4 Hit Med. Barrier & major explosion.

M.P. 6.4 #5 Explosion debris.

M.P. 6.6 #6 Rt. shld. damage just befor final stop

Accident

1976

M.P. 6.1 #1	Debris & molten fiber glass.
M.P. 6.4 #2	Smoke & Heat on Rail
M.P. 6.25 #3	Signs of flame on pave ment.
M.P. 6.4 #4	Hit Med. Barrier & major explosion.
M.P. 6.4 #5	Explosion debris.
M.P. 6.6 #6	Rt. shld. damage just befor final stop

Accident

1976

M.P. 6.1 Debris & molten fiber glass.
#1

M.P. 6.4 Smoke & Heat on Rail
#2

M.P. 6.25 Signs of flame on pavement.
#3

M.P. 6.4 Hit Med. Barrier & major explosion.
#4

M.P. 6.4 Explosion debris.
#5

M.P. 6.6 Rt. shld. damage just befor final stop
#6

Motorcycle

Accident

1976

M.P. 6.1 Debris & molten fiber glass.
#1

M.P. 6.4 Smoke & Heat on Rail
#2

M.P. 6.25 Signs of flame on pavement.
#3

M.P. 6.4 Hit Med. Barrier & major explosion.
#4

M.P. 6.4 Explosion debris.
#5

M.P. 6.6 Rt. shld. damage just before final stop
#6

Accident

1976

M.P. 6.1 Debris & molten fiber glass.
#1

M.P. 6.4 Smoke & Heat on Rail
#2

M.P. 6.25 Signs of flame on pave ment.
#3

M.P. 6.4 Hit Med. Barrier & major explosion.
#4

M.P. 6.4 Explosion debris.
#5

M.P. 6.6 Rt. shld. damage just befor final stop.
#6

Motorhome Accident

June 28, 1976

M.P. 6.1 #1 Debris & molten fiber glass.

M.P. 6.4 #2 Smoke & Heat on Rail

M.P. 6.25 #3 Signs of flame on pavement.

M.P. 6.4 #4 Hit Med. Barrier & major explosion.

M.P. 6.4 #5 Explosion debris.

M.P. 6.6 #6 Rt. shld. damage just befor final stop.

Motorhome Accident
June 28, 1976

M.P. 6.4 Motorcycle blown off.
#7 see picture #4

M.P. 6.7 Motorhome on fire
#8

M.P. 6.7 Closeup of Front area.
#9

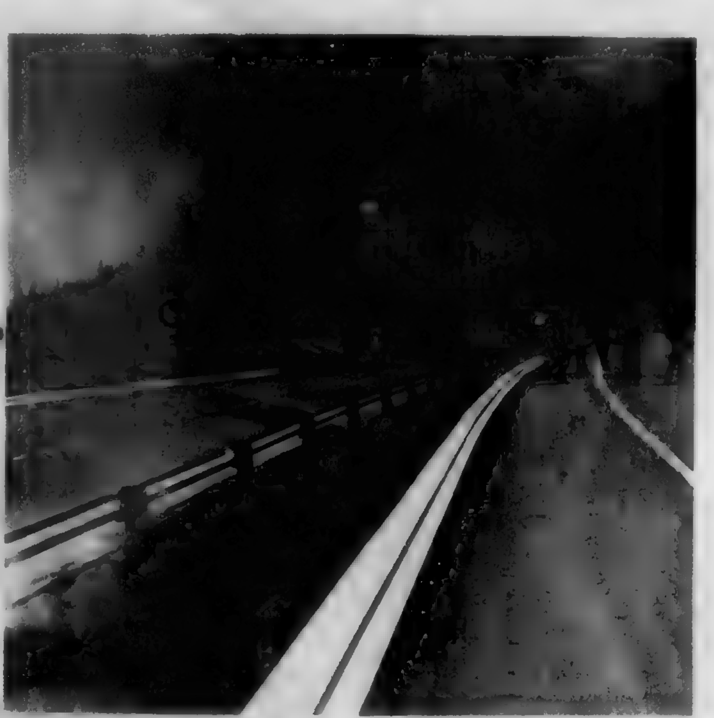
M.P. 6.7 Front from right side
#10

M.P. 6.7 Overall view.
#11

M.P. 6.7 Rear view inc. some
of the boat trailer.

home Accident
une 28,1976

M.P. 6.4 Motorcycle blown off.
#7 see picture #4



M.P. 6.7 Motorhome on fire
#8

M.P. 6.7 Closeup of Frontarea.
#9

M.P. 6.7 Front from right side
#10

M.P. 6.7 Overall view.
#11

M.P. 6.7 Rear view inc. some of the boat trailer.

home Accident
ne 28,1976

M.P. 6.4 #7	Motorcycle blown off. see picture #4
MP6.7 #8	Motorhome on fire
M.P. 6.7 #9	Closeup of Front area.
M.P. 6.7 #10	Front from right side
M.P. 6.7 #11	Overall view.
M.P. 6.7	Rear view inc. some of the boat trailer.

7

home Accident

ne 28, 1976

M.P. 6.4 #7 Motorcycle blown off. see picture #4

M.P. 6.7 #8 Motorhome on fire

M.P. 6.7 #9 Closeup of Front area.

M.P. 6.7 #10 Front from right side

M.P. 6.7 #11 Overall view.

M.P. 6.7 Rear view inc. some of the boat trailer.

home Accident

ne 28, 1976

M.P. 6.4 #7	Motorcycle blown off. see picture #4
M.P. 6.7 #8	Motorhome on fire
M.P. 6.7 #9	Closeup of Front area.
M.P. 6.7 #10	Front from right side
M.P. 6.7 #11	Overall view.
M.P. 6.7	Rear view inc. some of the boat trailer.

home Accident

ne 28,1976

M.P. 6.4 Motorcycle blown off.
#7 see picture #4

M.P.6.7 Motorhome on fire
#8

M.P. 6.7 Closeup of Frontarea.
#9

M.P. 6.7 Front from right side
#10

M.P. 6.7 Overall view.
#11

M.P. 6.7 Rear view inc. some
of the boat trailer.

Rear of the
home

8472

2

PRO 6-2

July 2, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-1(90)00
Jackson County

We are submitting program data for one right-of-way project, Item No. 858, Project No. I-5-1(90)00, "S. Ashland Interchge.-California State Line Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $2,600 and Federal funds of $2,307. The area to be acquired for the disposal site is as outlined in red on the enclosed sketch map.

There is no relocation or displacement of families or businesses resulting from this project; therefore, assurances regarding replacement housing is not required.

CL:md

cc: J. R. Oakes
D. E. Swan
F. Lowe

NO.

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 2, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, California State Line, N. 11.5 mi.		8,000	14,400	96	10	Oregon	41	042	858

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
F-Way								I-	5-1	(90)	00	

RAL FUNDS Interstate

AREA ----

COUNTY NAME Jackson

CODE 029

ROUTE NO. I

FEDERAL-AID I-5

STATE 1

U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								Right-of-way acquisition all phases.
	ROW			11.5	2,500	2,307	193		(Future const. of climbing lanes, H.T. pavement overlay, & safety revisions)
	CONST (CODE)		"S. Ashland Interchge.-California State Line Section"						ROW - 250' min.; Access control-full; Parking Restrictions-complete.
EPARED BY CL			PROJECT TOTALS	11.5	2,500	2,307	193		

OGRAM APPROVAL DATES

REMARKS
Additional Data see Items I-294, 360, 338, 342 & 733
Project Nos. I-5-1(49), 1(55), 1(52), 1(53) & 1(82)

-Over-

N.O. ... TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.
July 2, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, California State Line, N. 11.5 mi. 21 65	ADT	PRESENT 8,000	FUTURE 14,400 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY. (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) I- 14 23	NUMBER 5-1 7	SE (9

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Jackson			CODE 029 (14) (16)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"S. Ashland Interchge.-California State Line Section"					
5					ROW			11.5	2,500	2,307	193	
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	11.5	2,500 (16) (23)	2,307 (24) (33)	193	
1	14	PROGRAM APPROVAL DATES						

REMARKS
Additional Data see Items I-294, 36
Project Nos. I-5-1(.49), 1(55), 1(5

S. ASHLAND INTERCHGE.-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(90)00

Project Data: Work under this project consists of the acquisition of the necessary property rights on 7 acres of file 49168 to provide for a site for the disposal of an estimated 135,000 cubic yards of excess material from a cut on the Siskiyou Summit.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 13, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37: No relocation involved.

Note: This project is in Congressional District No. 4.

8472 2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: June 30, 1976

In reply refer to: 1041B.3

SUBJECT: I-5-1(-)
So. Ashland to California Line
Pacific Highway-Mandatory Source

FROM: G. L. Green, Division Administrator

TO: Mr. H.S. Coulter,
State Highway Engineer

NOTED
E. S. HUNTER

I approve of designating the "Summit Quarry" a mandatory source for aggregate as requested in Mr. Versteeg's June 25, 1976 letter.

As explained by Mr. Versteeg, the use of the Summit Quarry will insure minimization of negative aesthetic and environmental effects.

G.K.
for G. L. Green

RECEIVED
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JUL 1 '76
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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Bud Shirley
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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

June 25, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 390
Salem, Oregon 97308

Dear Mr. Green:

Re: Mandatory Material Source
S. Ashland Interchange--
California State Line Section
Pacific Highway
Jackson County

The subject project will require the production of approximately 144,000 cubic yards of aggregate material.

The proposed source (Summit Quarry) is state-owned and has been selected as being the most feasible from which to take the aggregate. It is proposed to make the use of the source mandatory. We consider it to be in the public interest to do so for the following reasons:

1. The source is located at the summit adjacent to old "99" and access to the project would be via old "99" and the Siskiyou Interchange.
2. The development of the site can be better controlled than if a contractor-selected source were allowed.
3. Utilizes an already developed site and will not require opening another pit with its attendant impacts on the environment.

We seek your approval of our proposal to make the use of the source mandatory.

RECEIVED
STATE HWY ENGR
JUN 29 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
Duane O. Christensen
Duane O. Christensen
Final Design Engineer

WEC:az
cc: E. S. Hunter Alfred Shirley W. E. Cole
L. W. Rulien C. G. Swenson

Form 81-734-3122

8472

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 18, 1976

In reply refer to: 1041BR/I-5-1( )

SUBJECT: Oregon Project I-5-1( )
S. Ashland Intch. - California State Line Sec.
Bridges Nos. 9312, 9260, 9259, 9259A, & 9184

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. H. Scott Coulter, State Highway Engineer

Mr. Hart's submittal, dated June 4, 1976, requested approval of the deck protection overlay stage work on the above structures. Your condition survey of these decks show some potential problems. Overlays present a possible solution provided all delaminations and spalled areas are corrected. We note the concrete salt content is high but apparently is not sufficiently active to indicate rejection of the decks. We have checked with our Division Office and find that many Iowa concrete overlays have been completed where high salt contents are evident and no delamination have been recorded to date.

✓ We authorize you to proceed as outlined in Mr. Hart's letter, however, Interstate participation will be limited to the overlay work only. Other rehabilitation funds should be used to bring the decks up to a structural integrity to accept the overlays or membranes. We also approve the safety widening proposed with Interstate funds.

for G. L. Green

cc
OSHD W. Hart

RECEIVED
STATE HWY ENGR
JUN 21 '76
REFER TO
Hart
FOR

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1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 9, 1976
Salem, OR 97310

FROM: Gary Waltenbaugh, Project Manager
Environmental Section GW

SUBJECT: Ashland-Calif. State Line
#1 Pacific Highway (I-5)
Siskiyou Summit, Excess Rock Disposal Sites

TO: George Ramjoue'
Project Coordinator

1 Versteeg ✓
2 Olson
Christensen
3 Scott
Copy Swenson
Copy Savage
Copy Trout

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BY FINAL DESIGN ENGINEER

Upon a field inspection of the proposed waste sites for the subject project this past week, the following observations were made:

1. The most feasible waste site for the excess rock appears to be Site "A", immediate adjacent to the cut, on the south and west side.

2. Sites "B" through "E", while posing no greater environmental concern, are considered less feasible as a result of their greater distance from the source of the rock to be removed. This factor greatly increases the economics of the haul.

3. Areas of potential concern associated with Site "A" are confined to two items:

    a. Drainage of the proposed fill area. The site has previously been utilized for a fill and shows signs of both compaction and subsidence due to water coursing within the fill. The slope is steep and runoff is fairly rapid. Drainage pipe has been included in the design plans.

    b. The final top-grade of the proposed fill should be at the same grade (elevation) as the existing surface. This would permit the continuance of the visual perspective now enjoyed, posing no additional barrier to the line of sight at this summit location. To accomplish this, the fill would conceivably extend over a greater linear distance, but the site amply affords this opportunity.

4. Site "A" will require the negotiation of some additional acreage (not more than 7 acres in total) to permit the maximum amount of fill to be wasted there (estimated at 132,000 yards). It is my understanding that these negotiations are presently underway, and that the owners appear agreeable. Cost of acquiring this right-of-way is in the vicinity of $3000.00 according to John Oakes.

5. The material to be removed from the cut is present on both sides of the highway. Approximately 56,000 yards adjacent to the northbound lanes; 76,000 yards adjacent to the southbound lanes. The material alongside the northbound lanes must be transported, in some manner. across the highway to the disposal site. This can be accomplished

in one of two ways:

a. By a haul route which utilizes the next interchange to the north (approximately a mile) with a return via a frontage road system, or;

b. By direct access to the site, requiring the haul vehicles to cross over the Interstate highway. This alternative will require that periodic stops to interstate traffic be made. While, for safety reasons, this is the least desirable option, the use of the nearest interchange would add roughly $20,000 to project costs in haul alone.

6. The additional width through the cut area to provide for the truck climbing lanes and the repavement is necessary. With the minor items noted above, the waste disposal problem for the excess materials is not considered to be of great environmental concern.

GW:ss

cc: Gary A. Potter
Eb Engelmann

8472 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 8, 1976

FILE: BRS. 9312
9260
9259
9259A
9184

FROM: L. L. Wallace
Bridge Design Engineer

Gerald C. Backstrand

By J. E. Backstrand
Supervising Design Engineer

SUBJECT:
S.Ashland Intch.-Calif. State Line Sec.
Pacific Highway
Brs. Nos. 9312, 9260, 9259, 9259A and 9184

TO Mr. Duane O. Christensen
Final Design Engineer

The following are recommendations for overlaying the structures within the limits of the above project:

Bridge No. 9312, Uxing SB Frontage Rd. (State Line Intch.)

1. No existing A.C. overlay.
2. Place membrane waterproofing and Class "C" mix A.C. course = 1 1/2"
3. Place Class "E" mix A.C. wearing course = 3/4"

Total proposed A.C. overlay, including membrane = 2 1/4"

Bridge No. 9260, Oxing Frontage Rd. (Colestin)

1. No existing A.C. overlay.
2. Scarify or remove 1/2" of existing deck surface.
3. Place 2" of low slump, dense concrete overlay.

NOTE: The new deck of the proposed widening will also have a 2" overlay of LSDC overlay.

Bridge No. 9259, SB Oxing Hwy. No. 273 (Siskiyou Station Intch.)

1. Removing existing A.C. overlay (2 1/2" to 3" in depth).
2. Scarify 1/2" of concrete surface.
3. Place 2" of LSDC overlay.

1 Versteeg ✓
Olson
2 Christensen Dobbs
Scott
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1 Savage
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Bridge No. 9259A, NB Oxing Hwy. No. 273 (Siskiyou Station Intch.)

1. Remove existing A.C. overlay (3" to 3 1/2" in depth).
2. Scarify 1/2" of concrete surface.
3. Place 2" of LSDC overlay.

Bridge No. 9184, Oxing Neil Creek Rd.

1. Remove existing A.C. overlay (3" average depth).
2. Place membrane waterproofing and Class "C" mix A.C. course. = 1 1/2"
3. Place Class "E" mix A.C. wearing course = 3/4"

Total proposed A.C. overlay including membrane = 2 1/4"

KA:dh

cc C. G. Swenson
W. J. Quinn
A. C. Harwood

8472 1-5

Salem, Oregon
June 7, 1976

DOC:az
Duane O. Christensen
Final Design Engineer

S. Ashland-California State Line Sec.
Pacific Highway
Jackson County

Al Shirley
Region Engineer

On April 27, 28, and 29 a plans-in-hand review of the subject project was held in Roseburg and on the job site with design, region and FHWA people.

Since that time we have made revisions to the base design for the climbing lanes, determined that the climbing lanes should be carried through the cut, that the southbound brake check area should be located on the summit and that both sides of the cut through the summit should be cut back to provide the standard fallout area.

Preliminary plans for the project with these changes will be out in the near future. After you have received and reviewed these plans, please advise if another plans-in-hand field review is desired. Bridge details are being finalized and should be ready in the near future also.

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Swenson
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cc: Tom Lowe, FHWA
W. J. Hart
W. Cole

8472 8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

BRS. 9312, 9260, 9259
9259A and 9184

June 4, 1976

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

S. Ashland Intch.-California State Line Sec.
Pacific Highway, Jackson County
Bridges Nos. 9312, 9260, 9259, 9259A and 9184

The above section of I-5 is scheduled for a safety project including an asphalt concrete overlay of the existing roadway. Preliminary field tests of bridge decks within the project limits indicated that four of the five structures involved had heavy salt contamination. Using the guidelines of FHWA Transmittal 188 (Volume 6, Chapter 7, Section 2, Subsection 7 of the Federal-aid Highway Program Manual) dated April 5, 1976, an extensive field condition survey was conducted to determine which reconstruction method or protective system should be used to insure a longer life of the existing structures. Complete investigation data for Bridge 9260 is enclosed; data for the other bridges is available.

The following is a brief description of deck conditions and proposed remedial action for each of the surveyed structures:

Bridge 9312, Uxing SB Frontage Rd. (State Line Intch.)

Carrying a small amount of traffic over I-5, the structure is 566 feet in length. With 1 1/2 inches of clearance to the top reinforcement, the deck has a 6 1/2 inch design depth and has two transverse expansion joints. There is no existing asphalt concrete wearing surface. The top deck surfaces of spans 1 and 2 have areas of irregular cracking; there is minor spalling at the middle of span 5 and one piece of reinforcing bar is exposed in span 7. Maximum chloride content recorded for 1 to 2 inches below the top surface of the deck was 7.33 pounds per cubic yard.

We propose to protect the existing deck surface with a membrane waterproofing system using one of the six preformed or liquid membranes presently specified by Oregon. The total asphalt concrete overlay, including membrane, Class "C" mix course and 3/4 inch Class "E" mix wearing course would be 2 1/4 inches thick.

Bridge 9260, Oxing Frontage Rd. (Colestin)

The structure carries both northbound and southbound lanes of I-5 and is to be widened to accommodate a proposed truck climbing lane. It is 136 feet long and has two transverse expansion joints. The existing deck is bare with design thickness of 7 inches and top reinforcement clearance of 1 1/2 inches. The right traffic lanes of both northbound and southbound roadways have extensive areas of patched, spalled or delaminated concrete. The southbound left traffic lane has one large area and several small areas of delamination, but the left traffic lane northbound is sound. About 6% of the total deck area has delaminated concrete according to a chain drag evaluation. Records of a half-cell potential survey show that 31% of the readings were between -0.20 and -0.35 volts and 40% were greater than -0.35 volts. All ten chloride content samples indicated very high salt contamination in all lanes with a maximum of 10.84 pounds per cubic yard at 1 to 2 inches of depth.

We propose to reconstruct and protect this deck by scarifying 1/2 inch of the existing deck surface, removing delaminated and deteriorated concrete and placing approximately 2 inches of low water-cement ratio, dense concrete overlay. We also propose to build the new deck of the widened portion in two stages using regular deck concrete to above the top deck reinforcement and then placing 2 inches of dense concrete to match the new surface of the existing deck.

Bridge 9259, SB Oxing Hwy. No. 273 (Siskiyou Station Intch.)

The bridge carries the southbound lanes of I-5. Its total length is 234 feet. The existing deck has a 7 inch design thickness with 1 1/2 inches of reinforcement clearance and is covered with 2 1/2 to 3 inches of asphalt concrete. One 2' x 3' area of previously cracked A.C. was removed in the right traffic lane of span 2 revealing a large area of loose surface concrete and a very rusty reinforcing bar. The top deck surface also had both transverse and longitudinal cracking as well as epoxy patches, but little cracking was visible on the underside of the deck. A second area of asphalt concrete was removed in the right traffic lane of span 1 exposing smaller spalled areas as deep as 1 inch and epoxy patches. Here again there were transverse and longitudinal cracks on the top surface, but little visible cracking on the bottom of the deck. Of the four chloride content samples taken, the maximum amount at the 1 to 2 inch level was 6.33 pounds per cubic yard. All four sample sites were high in contamination.

After removing the existing asphalt concrete surfacing, we propose to repair and protect the existing deck surface with a dense concrete overlay as described for Bridge 9260.

Bridge 9259A, NB Oxing Hwy. 273 (Siskiyou Station Intch.)

A twin to Bridge 9259, the structure is 202 feet long and carries the northbound lanes of I-5. Between 3 and 3 1/2 inches of asphalt concrete surfacing now covers the deck. Two 2' x 3' areas of asphalt concrete were stripped in the right traffic lane of spans 2 and 3. One area of stripped deck surface appeared very sound with no spalls. No visual cracking was apparent on the top surface, but there was some cracking on the bottom surface of the deck. The chloride content at 1 to 2 inch depth for this area was 5.67 pounds per cubic yard. The other stripped area was similar in appearance to those of Bridge 9259 with previously applied epoxy patches and with one spot spalled down to corroded deck bars. Chloride content at the top bar level was 3.25 pounds per cubic yard.

We propose to remove the existing asphalt concrete pavement and reconstruct the deck with a dense concrete overlay per Bridge 9260 and 9259.

Bridge 9184, Oxing Neil Creek Rd.

Both northbound and southbound lanes of I-5 are carried by this 140 foot long, poured-in-place slab span structure. The top reinforcing bars have a theoretical clearance of 1 1/2 inches. The existing asphalt concrete overlay is about 3 inches deep. Two small areas of A.C. were removed, and the deck surface appeared to be in sound condition with no spalls and no cracks. Low chloride content results were reported; 0.30 pounds per cubic yard was the maximum amount found at 1 to 2 inch depth.

We propose to remove the existing asphalt concrete and protect the deck surface with a membrane waterproofing system and new asphalt concrete overlay as proposed for Bridge 9312.

PROPOSAL SUMMARY

Bridge No.	Remove Exist.A.C.	A.C. Overlay & Membrane	Concrete Overlay	Estimated Cost (1)
9312	---	Yes	---	$ 21,900 (2)(3)
9260	---	---	Yes	94,720 (4)(5)
9259	Yes	---	Yes	106,910
9259A	Yes	---	Yes	63,560
9184	Yes	Yes	---	20,700 (3)

(1) Detailed estimates enclosed.

(2) Includes $5,180 to raise two expansion joints.

(3) Does not include cost of Class "E" mix wearing course.

(4) Includes $9,240 for two expansion joints.

(5) Does include cost to place concrete overlay on new deck of widened portion, but does not include any other construction costs for widening. These other widening costs are $55,000.

We request your approval of these proposals.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

KA:dh

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
A. C. Harwood

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1-5

Salem, Oregon
May 26, 1976

J. M. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

9
4[illegible]168 - Long
S. Ashland Interchange - Calif.
State Line Section
Pacific Highway
Jackson County

Attached is a description, an authorization and R/W prints covering R/W required for a waste area on the subject section, which is scheduled for July 29, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

-- 8472

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 13, 1976

FROM: Frank E. Terpin
Location Engineer
F.E.T.

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: So. Ashland Intchg-California
State Line Section
Pacific Highway
Jackson County

Attached are comments from Yarbrough concerning Region's proposal to lime-treat fill slopes and to install horizontal drains.

J. X. Wilson seemed to have some reservation about the efficacy of the proposal. I concur with Yarbrough.

Attach.

FET:mc

cc F. W. Yarbrough

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Olson
2 Christensen
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3 Swenson
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BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1976

MEMO
To: Frank Terpin
Location Engineer

SUBJECT: Elliott Parker's
Report of May 10, 1976
Lime Treatment
Horizontal Drains
Ashland--California Line Section

Change of soil permeability by lime is probably not great because density decreases.

Lime treated layer would have to be buried 3' (?) to keep it moist to keep it from cracking open.

Much water comes into fills from abutments which a surface layer would not affect.

Swelling soil will take the water it wants to swell before the water passes to the horizontal drains. To treat swelling soil, moisture change, either wetting or drying must be prevented.

The Region's proposals will not be cost effective, in my opinion.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

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Salem, Oregon
May 12, 1976

W. E. Cole
Design Team Supervisor

J. X. Wilson
Region III Construction Engineer

S. Ashland Interchange--
California State Line Section
Pacific Highway
Jackson County

Enclosed please find a copy of my report on Salvaging andRe-cycling the existing pavement that is to be removed on the subject project.

We are all aware that the quantity and quality of good rock is dimishing. Therefore any materials that can be re-cycled should be salvaged and stockpiled for future use.

Please discuss this with your maintenance people and determine if they, at some future time, could use the 6,400 toms of salvaged asphalt pavement and where could this material be stockpiled for re-cycling.

WEC:az
Attachment
cc: D. O. Christensen
C. T. Keasey

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 11, 1976

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: D. O. Christensen
Final Design Engineer

SUBJECT: S. Ashland Interchange--
California State Line Section
Pacific Highway
Jackson County
(Salvage & Re-cycle Existing
Asphalt Concrete Pavement)

After contacting John Walker, Construction Section, I offer the following information:

John indicated that to date re-cycled asphalt would cost approximately the same as new due to the processing stages involved which follow:

I. Conventional Hot Plant Equipment:

1. Remove existing pavement and stockpile at plant area.
2. Break up into size not exceeding 12-inches.
3. Run through crusher to end up with material 3/4" to 1" size.
4. Test for quality of crushed material.
5. Add Aggregate and/or Asphalt as dictated by test, to end up with a useable product.

NOTE: The asphalt being re-claimed tends to stick to the crusher and the drum dryer burns the Asphalt (This type of operation should not be done during warm weather conditions).

II. Pug Mill Operation:

1. Remove existing pavement and stockpile.
2. Crush.
3. Add Emulsion.
4. Run through Pug Mill

NOTED
D. O. Christensen

NOTE: The end product may be used as Bituminous Base Material.

The Subject Project will generate approximately 6400 tons of salvaged Asphalt Pavement. Due to the construction timing involved in a two season project only one half of this salvaged asphalt could be processed in any one season.

WEC:az

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 5, 1976

FILE: CON 16

FROM: C. T. Keasey
Construction Engineer

Keasey

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: So. Ashland Int.-Calif. State Line
Pacific Highway I-5

NOTED
E. S. HUNTER

I have reviewed Bill Cole's memo regarding the design review held April 27 and 28 on the subject section.

I do not agree with two of the items in this memo:

Item No. 4: (½ super on climbing lanes) While this may help a trucker somewhat to construct only ½ super on these lanes, it creates a hazard to any other vehicle traveling at normal highway speeds in the outside travel lane, in that there is a considerable loss in centripetal skid resistance if the vehicle should drift out over the superelevation break on a curve left. In addition, a vehicle traveling in the climbing lane on a curve right at normal highway speeds tends, for the same reason, to be thrown over into the normal travel lane. Also, I do not believe that a properly chained truck would have too much difficulty maintaining his lane position on packed snow or ice, and I oppose construction to accommodate the renegades who refuse to chain up properly.

On a recently constructed project, E. Unit, Pendleton-Emigrant Hill Section on I-80N, which has somewhat similar icing conditions, the old highway which was overlayed and converted to the eastbound lanes in the reconstruction, consisted basically of two opposing lanes with a half supered climbing lane. Because of problems which had been encountered on the curves with this cross-section, the new construction eliminated the half super on the climbing lane and provided for full super all the way across.

To go to half-super on this project would be a 180 degree turnaround.

Item No. 10: Resident Engineer Bill Maude has recommended placing the entire 15-inch total depth of base asphaltic concrete in one lift. I have discussed this with John Walker and we agree that this should not be done. We have no qualms about obtaining compaction using such deep lifts, but the extreme difficulty in dissipating the retained heat in such a thick lift makes it very difficult to obtain a good smooth surface on the base lift. Also, we are both certain that the actual paving operation could not be maintained on a continuous basis, and that the starting and stopping would result in a rough riding job.

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We recommend that this deep paving be placed in 3 lifts of 8"-4"-3" or 6"-6"-3", with a specification limiting the time this edge could be left exposed.

CTK:fr

cc: E. S. Hunter
Alfred Shirley, Jr.

8472 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Medford, Oregon 97501
May 4, 1976

FILE: LOC 9
(Case)

Earl C. Purdy

FROM: Earl C. Purdy
Resident Engineer

TO: A. Shirley, Jr.
Regional Engineer

SUBJECT: Project Assessment Review
California State Line-Ashland
Pacific, I-5
Jackson County

I have been requested by Eb Englemann to review the above mentioned assessment for consistency with the current proposal.

One of the concerns mentioned by Tom Lowe, FHWA, was the method of handling the excess material in view of waste area locations.

At this time there is approximately 24,000 C.Y. of excess material to be disposed of within the existing R/W on the project. This material is the unusable portion of the existing shoulder and base excavation and excess from brake check area excavation.

All excess material can be suitably disposed of in flat areas and original waste areas outside the roadbed section. These areas are specifically mentioned on page 10, Narrative Report of the project Estimate and Reports Folder.

The above statements do not cover the summit cut slope stabilization material since no definite design decision has been made. The field design of slope re-establishment and mortar seam application would involve a minor excess compared to complete bench removal and could be disposed of in the fill area just south of the summit opposed to the complete bench removal design which would require additional R/W and conditional use permit.

Also, the assessment mentions "vehicle escape ramps" are included in the project. At this time these ramps will not be part of the project.

All other items addressed in the project assessment appear to be consistent with the project proposal.

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CC Eb Englemann

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cc: J. H. Versteeg ✓

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 3, 1976

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: South Ashland Interchange--
California State Line Section
Pacific Highway
Jackson County

A design review was held in the region office at Roseburg on the subject project. In attendance were:

J. X. Wilson, Region Construction Engineer
Tom Lowe, FHWA
W. E. Cole, Salem
Bob Whitby, Salem
Paul Galloway, Salem
Jack Ayres, Roseburg
Elliott Parker, Roseburg
Earl Purdy, Medford
William Maude, Medford
Jack Thornton, Medford, District Engineer

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Remarks:

1. Excavation at Bridge Ends will be eliminated from this project.

2. The 4-inch Aggregate Base Course will be eliminated from under the Truck Climbing Lanes and will be replaced with a 2-inch lift of Asphalt. The Aggregate Base as requested by the Resident could cause water to be trapped under tne new roadbed.

3. Bridge decks will be sealed subject to Bridge Section recommendation except the Colestin Structure deck which will have to be partially groundoff and replaced with a dense P.C. Concrete Mix (Iowa Method) due to the heavy contamination of Sodium Chloride.

4. Due to iceing conditions it was agreed to use 1/2 the super rate on the Truck Climbing Lane on the inside as well as the outside of curves.

5. Material used for ditch protection was requested to be 4"-0 to 6"-0 shot Quarry Rock.

6. All existing Type 3 Guard Rail will be removed at Bridge Ends and replaced with new Type 3 Guard Rail due to the existing height differential.

7. The region requested that the catch inlets adjacent to the Concrete Median Barrier on the inside of curves outfall across the freeway rather than running parallel and then outfalling across the freeway. We indicated that this was not an accepted practice to open cut the freeway that often. Costwise either method would probably be a standoff. Due to the spacing of these inlets (200' to 400') it was not possible to determine if every inlet could outfall laterally, the decision was to leave the plans as designed and if modification was feasible the outfalls would be revised under construction.

   Their argument was that whichever method was used one lane of the freeway would have to be closed to traffic during the installation of the drainage system. This may be true at 8.4' Median, but not so at the 16' Median locations.

8. Due to the heavy snow and fog conditions the region recommended that reflectors be installed on top of the concrete Median Barrier every 100' on curves and normal spacing on Tangents.

9. Region recommended that the Base Rock removed when constructing the Truck Climbing Lanes be salvaged, stockpiled and reused as rock shoulder material. There are several locations northbound and southbound throughout the project where this material could be stockpiled without generating excessive haul.

10. Staging Traffic during construction of the Truck Climbing Lanes was discussed. Bill Maude who will be the resident on this project would like to place the Base Course Asphalt (17" Total depth) all in one pour. We indicated that a 4" to 6" pour would lend itself to better compaction and cure of the asphalt. The dropoff adjacent to the Truck Traffic will be protected by placing aggregate material on a 4:1 slope at the excavated adge and the Specifications will set up a maximum time that the contractor can leave the abrupt dropoff edge in a hazardous condition.

Wednesday, April 28, we went over the project with Earl Purdy and Bill Maude to review the drainage. Many additions and modifications were found and will be included in the contract plans.

The scope of the work at the Siskiyou Summit cut will be determined by the Location Section and the F.H.W.A.

WEC:az
cc: To all participants

8472 1-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 28, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-1(82)
S. Ashland-California State Line
Pacific Highway
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. Versteeg's April 20 letter, I concur that it is the public interest to use State-owned material for the subject project.

G. K. Hossner
for G. L. Green

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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 20, 1976

Mr. Glen L. Green
Division Engineer
Federal Highway Administrator
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: Glenn Hossner

Gentlemen:

Re: South Ashland-California State Line
Pacific Highway
Jackson County

The construction of nine trash racks require the use of heavy gage steel on the subject project.

The State Highway Division has state-owned railroad rails. We propose to furnish these railroad rails and specify that the material will be made available to the contractor at the Ashland Maintenance Station.

We believe it is in the public interest to furnish this material. By doing so a scarce commodity will not be wasted.

This Federal-aid project will be initially charged in the amount of money equal to the following:

1. Material value of railroad rail.

42 (30' Lengths) @ $14.70 per length = $617.40*

* Includes cost of transportation from Salem to the Ashland Maintenance Station.

Actual charges to the project will be adjusted when the actual amount of material used is determined.

8

We solicit your concurrence that it is in the public interest to use this state-owned material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

WEC:jh
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
Alfred Shirley
C. G. Swenson
W. E. Cole

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Salem, Oregon
April 13, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

48991 - Monarch Invest. Co.
48992 - Mountain Fir Lumber Co.
Wall Creek - Siskiyou Summit Section
Pacific Highway
Jackson County

Attached are 2 descriptions, an authorization and 2 sets of prints for a material source on the subject section.

The scheduled project name is S. Ashland - California Line, which is listed as item 2 for July 29, 1976 on the current schedule.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8472

Salem, Oregon
April 8, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

S. Ashland-California Line
Pacific Highway (I-5)
Jackson County

J. X. Wilson
Region 3 Construction Engineer

We have reviewed the prospective material sources for the subject project and concur with your recommendation to use the summit quarry.

Right of way descriptions are being prepared and will be forwarded when completed.

We anticipate going to contract on this project in June.

DOC:jh
cc: Frank E. Terpin
Floyd O. Scott
W. E. Cole

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Sh copy to J. B. Boyd

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
March 31, 1976

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: S. Ashland-Calif. Line Section
Pacific Highway (I-5)
Jackson County

TO: J. H. Versteeg
Road Design Engineer

Attached is data covering perspective material sources for the subject project. A check with Jackson County Planning Commission staff indicates no matter what source is used, a conditional use permit will be required.

I have gone over the three proposed sources on the ground with Earl Purdy and Elliott Parker and have concluded the most desirable is the summit quarry. The problem here, however, is that enough material on our controlled property is not available. As indicated on the plat sketch, abundant good material is available immediately adjacent to the north on property owned by Monarch Investment co. If this property is acquired either by lease agreement or outright purchase, there is enough area here for plant set-up, stockpiles, etc. Access to the project would be via old "99" and the Siskiyou Interchange.

With your concurrence we will proceed with negotiations for the Monarch property and request for necessary permits.

JXW/dt
Attachments

cc: Frank Terpin
Earl Purdy
Elliott Parker
Virgil Wilson

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2 Christensen Doc
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Surf Mining permit data

Copies sent 4-5-76 JW

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Medford, Oregon 97501
March 17, 1976

FILE: LOC 9
(Case)

FROM: Earl C. Purdy
Resident Engineer

Earl C. Purdy

TO: Alfred Shirley
Regional Engineer

SUBJECT: California Line-So. Ashland Section
Pacific Highway I-5
Jackson County

Attached you will find a report on the Siskiyou Summit Cut erosion and benches by George Thornton.

This report is in response to Frank Terpin's letter to you dated March 1, 1976.

I would add my recommendation that some form of rock cut stabilization be designed and performed under the above mentioned project.

CC Fred Yarbrough (copy of report) ✓
George Thornton

F E Terpin
W Versteeg

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FORM 81 714 3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Medford, Oregon 97501
March 16, 1976

Geo T Thornton

FROM: George T. Thornton
District Engineer
Medford, Oregon

TO: Earl Purdy
Resident Engineer
Medford, Oregon

SUBJECT: Proposed Rock Cut
Stabilization Project
California Line to
Wall Creek Section
Pacific Highway I-5
Jackson County

As requested, herewith submitted is a maintenance resume in regards to the above subject proposed rock cut stabilization project over the Siskiyou Mountains.

Erosion of the rock cuts and bench sections, especially at the Siskiyou Mountain Summit, began immediately after construction was completed in 1966. Freezing, thawing, wind, moisture and drying cycles have accelerated erosion of softer underlying material seams and loosened large rock masses which has resulted in slides of 2,000 cubic yards or more, Maintenance forces are required to continually patrol the area and have spent in excess of $12,000 to $15,000 per year cleaning benches, ditches and shoulders of the highway.

By department directive, which resulted from a legal determination, benched sections are to be cleaned annually, or when collections of fall out materials accumulate to a point where they become hazardous to pedestrian or vehicular traffic. Several bench sections have collapsed and cleaning cannot be done by present maintenance equipment due to lost access to, or, along the bench sections. Large overhanging sections are developing in rock cuts as softer underlying materials erode, which will eventually result in ever larger masses of fall out materials dropping onto highway shoulders or the highway surface.

It is recommended major corrective action be taken to stabilize the subject rock cuts such as grouting, line drilling to construct flatter slopes and re-establish bench sections. This work is essential as a safety feature and also to reduce excessive maintenance costs.

GTT:lmg

CC: J. X. Wilson

8472

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Medford, Oregon 97501
March 17, 1976

1859

FILE: LOC 9
(Case)

Earl C. Purdy

FROM: Earl C. Purdy, Resident Eng'r.

SUBJECT: California Line - Ashland Section
Pacific Highway (Interstate-Safety)
Jackson County

TO: Gary Kennen, ~~Regional~~ Utilities Eng'r.

Utilities located within the existing interstate right of way along the project are Pacific Power and Light Company electric transmission lines, Pacific Northwest Bell telephone service lines and coaxial cable, communication lines paralleling the Southern Pacific Railroad, Irrigation Ditches and miscellaneous water and sewer line installations. Enclosed are plan sheets showing the utility locations.

Adjustments to the private irrigation facilities at station 239+00 is required. The extension of the irrigation culvert and ditch lining replacement is proposed as a part of the safety improvements.

Electric, telephone and railroad communication lines are shown so their proximity to construction activity will be known. The only adjustment to these facilities will be to remove the street light and service wire at station 225+30. The only construction activity that might affect power or telephone line crossings is the possible blasting in the "summit" cut (station 585± to 600±).

Miscellaneous water line crossings are shown but no adjustments are needed and construction of safety improvements can be done without disrupting the usage. The water line between the Siskiyou Safety Rest Area (station 275) and the reservoir under construction near station 300 is not shown on the enclosed "Utilities Map" since no new construction is planned in this area. The sanitary sewer recently installed between Ashland and the Siskiyou Safety Rest Area is shown but all new construction will be conducted without the need for sewer adjustments.

The Design section is developing plans for the project so it should be confirmed with them if any changes have been made that will affect utilities.

CC J. X. Wilson
Bill Cole ✓

Versteeg ✓
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1976

SUBJECT: Ashland-California Line Section
Pacific Highway
Jackson County
Settlement of Fills

To: Frank Terpin
Location Engineer

NOTED
E. S. HUNTER

Inspection of the subject fills was made in company with Resident Engineer Earl Purdy, Region Geologist Elliott Parker, and Purdy's assistant, Elmer, on March 9 for the purpose of determining whether or not the settlements varying from one-half to a little over two and one-half feet at several locations is indicative of instability of the fills. We concluded that it is not because there is practically no evidence of lateral movement of the fills and that the rate of settlement is decreasing with time.

There is a little evidence of movement which may someday threaten a slide which is the slow heave of pavement under some of the cut slopes. This is probably plastic yielding due to drastic stress change as a result of unloading by the cut excavation. Development of slides here will be signalled well in advance by continued and accelerated rate of heaving so that the heave rate should be measured from time to time. Most likely, the heave will stop after a time and may never occur again.

The large settlements are probably due to the considerable sandstone, conglomerate, and tuffaceous rock in them from the excavations. These would be certain to settle a lot after soaking in the fills and the corners softened.

It is concluded that the amount of fill required to restore the grade will be a negligible new load on apparently stable fills.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: J. H. Versteeg
A. Shirley
Elliott Parker
Earl Purdy
George Thornton

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Assistant State Highway Engineer

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FORM 2-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1976

SUBJECT: Ashland-California Line Section
Stabilization of Summit Cut Slopes

To: Alfred Shirley
Region Engineer
Roseburg

In a preliminary discussion with the FHWA last Friday about the subject construction work, it was apparent that they will carefully evaluate the justification for the magnitude of stabilization proposed.

Convincing aspects of the justification will be the description of the problems actually experienced with the unstable slopes and the type and cost of maintenance work done to alleviate them.

Your report covering these features will be needed before justification will be determined by the FHWA.

Frank Terpin
Location Engineer

FWY:af

cc: J. H. Versteeg

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 1, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S. Ashland-California State Line Sec.
Pacific Highway
Jackson County

TO: MEMO TO THE FILES

A meeting was held on February 27, 1976, with the following in attendance:

Herb Schell	FHWA
Glenn Hossner	FHWA
Tom Lowe	FHWA
J. H. Versteeg	OSHD
F. E. Terpin	OSHD
D. O. Christensen	OSHD
W. Cole	OSHD
F. W. Yarbrough	OSHD

The truck climbing lanes and brake inspection areas were discussed and approved by the FHWA.

The proposed grouting of the cut slopes at the summit and some areas of will settlement will be reviewed and reported on by Mr. Yarbrough next week. If this report is consistant with previous findings the FHWA has indicated that approval will be given.

This project is clear with the FHWA to proceed ahead with plans.

DOC:az
cc: Herb Schell
Glenn Hossner
J. H. Versteeg
F. E. Terpin
F. W. Yarbrough

1 Versteeg ✓
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Scott
2 Swenson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Medford, Oregon
February 26, 1976

FILE: LOC 9

Earl C. Purdy

FROM: Earl C. Purdy, Resident Engineer

SUBJECT: California Line-Ashland Section
Pacific Highway
Jackson County

TO: J.H. Versteeg, Road Design Engineer

Attention: Dodald Trout, Design Office Engineer

Enclosed please find letter from Paul Nelson, Zoning Administrator, Jackson County Department Of Planning and Development, in response to our request for zoning and land use permit requirements related to quarry activities for the subject section.

The report and maps for the proposed material source was submitted February 23, 1976 through the Region office without the then unavailable Planning Department response. A conditional use permit is required but cannot yet be applied for as the exact plan for the material source has not been developed.

Also please find field notes of the sanitary sewer line between the Siskiyou Safety Rest Area and the north end of the project.

To Cole
3-1-76
[illegible]

c.c. J.X. Wilson
Bill Cole
Frank Terpin

Versteeg
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Attachments sent back to Region
per request from JXWilson
Don Trout
3-1-76

8472 Form FHWA 121 (Rev. 5-73)

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 13, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-1(-)00
California State Line-Ashland
Pacific Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's September 29 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 3, Shirley)

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 29, 1975

FILE: DES 19

FROM: C. T. Keasey
Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Location & Design Data
Truck Escape Ramps
Ashland-Calif. State Line Section
Pacific Highway, I-5

Due to the uncertainty of effective stopping resistance and the possible liability involved with so many unknowns, a decision was made to defer any construction of truck escape ramps on a downhill grade such as proposed in the location and design of the subject section.

Instead, a proposal has been made to the Transportation Research Board for a research project to determine design criteria.

Since this research will take some considerable time to accomplish, assuming that it is approved and funded, I am returning to you herewith all the location and design data which I have collected to date for safe keeping and possible future use. I hope you get to use it someday.

CTK:fr

Att.

cc: H. S. Coulter
Alfred Shirley

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A. Olson aD
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R. Olson
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field data of July '75
Prelim Design plan & x-sections August 75

Filed in Prelim. Design 2J116

aD.

Salem, Oregon
June 9, 1975

aDOlson
A. D. Olson
Preliminary Design Engineer

Victor D. Wolfe
Location Engineer

Truck Escape Ramps
Ashland-Calif. State Line Sec.
Pacific Hwy.(I-5)
Jackson County

As discussed it would be desirable to get some input from professional truck drivers regarding possible installation of escape ramps on the subject section. The Motor Carrier Port of Entry at Ashland seems the logical place to survey drivers since all trucks must stop there.

A list of suggested questions for the drivers is attached. Resident Engineer, Earl Purdy, at Medford would probably have some suggestions on this survey as he has also indicated he feels it would be of value to us.

Mr. Ted Fellows of D.O.T. Planning Section was consulted regarding methods of handling this type of survey. He feels that a personal interview of the driver would be more successful then handing out mail-in questionnaires. Careful selection of interviewers will help insure success of the survey. Attractive female interviewers seem to get more cooperative responses from drivers for some reason.

All trucks are weighed at the P.O.E. and checked for proper licenses and/or permits. If they are not in violation, they are instructed to proceed. For interview purposes they could be directed to an interview area near the northerly end of the parking area where the entrance ramp to return to the freeway begins. Those violating only weight laws could be directed to interview areas after citation is issued if a 100% sample is desired.

Trucks not properly licensed or needing permits, etc., are directed to the parking area and drivers report to the P.U.C. building to obtain the necessary papers. These drivers could be interviewed at the P.U.C. building so they would not have to make another stop at the interview area. A side benefit of this procedure may be that since many of these drivers run this route infrequently they may have some interesting thoughts on our signing, built-in traps, etc., as viewed by the driver unfamiliar with the route.

Total volume of trucks through this facility on a typical mid-week day is about 700. Estimated breakdown by shifts is: 8 AM to 4 PM - 300; 4 PM to Midnight - 250; Midnight to 8 AM - 150. An estimated 90% of these require only weighing. The remaining 10% are directed to the P.U.C. building for further processing.

1 Versteeg ✓
A. Olson
Terpin
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Swenson
R. Olson
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It would seem that a reasonable amount of data could be obtained in short order by sampling the three shifts, to cover all conditions of lighting, and by covering both the regular haulers and the newcomers. It should not be necessary to get 100% of the drivers to get representative data.

If something like this is appropriate, I presume it could be done under the survey prefix. The Region, Earl Purdy and the Traffic Section should probably go over the list of questions and be asked for suggestions on the actual survey.

ADO:jh
Attachment

DRIVER INTERVIEW

1. How common are instances of runaway or out-of-control trucks on the Siskiyous?
Everyday ___ Weekly ___ Monthly ___ Rare ___

2. What is the major reason for runaways?
Brake Failure ___ Driver Error ___ Other ____________

3. Problems with runaways are mainly...
Northbound ___ Southbound ___ Both Ways ___

4. Should an advisory speed for downhill trucks be posted to warn the unwary driver? _____
If Yes, What speed? ______

5. Should a "Brake Check Area" be built at the summit? _____
If Yes, should its use be mandatory for laden trucks? _____

6. Have you seen operational truck escape facilities? _____
Where? ______________________________ Design - Gravity ramps w/gravel
Surface ___
Sand Piles ___
Other _______________

7. How many drivers of runaways would use truck escape ramps if they were provided?
All ___ Most ___ Some ___ Few ___ None ___

8. Where should escape ramps be located?
Within one mile of summit ___
Two to three miles below summit ___
Near bottom of grade ___

9. What is your estimate of the maximum speed a runaway truck might attain on this section? _____

10. How often do you drive this section of I-5?
Once a week or oftener ___
One to three times per month ___
Less than once a month ___
First time ___

OREGON STATE HIGHWAY DIVISION
ADDENDA TO PROJECT ENVIRONMENTAL ASSESSMENT (Sept. 5, 1975)
CALIFORNIA STATE LINE - ASHLAND SECTION
September 16, 1975

Refer to attached copy of Eb Engelman's letter of September 10, 1975.

1. Material Source: As of this writing the estimated quantity of aggregate required amounts to 277,000 tons and it is planned to use the state-owned quarry refered to as "Summit Quarry". This quarry is located about a quarter of a mile easterly of I-5 at M.P. 3.2 on the old Pacific Highway and is accessible from the north via the Siskiyou Interchange and then south on the Old Pacific Highway about 2.3 miles. From the south, the State Line Interchange M.P. 0.95 affords northbound vehicles access to the site via the old Pacific Highway with about 1.55 miles of travel. There are no private roads to be traversed or nearby residence conflicts, therefore, material removal and plant site permit approval is presumed. Permit application to be done at a later date.

2. Structure Revisions: The construction of the climbing lane will necessitate a slight highway realignment at Wall Creek R.R. Undercrossing M.P. 7.08 to allow horizontal clearance to the structure abutment and at the Colestin (Old Pacific Highway) Overcrossing M.P. 4.61 where a 6-foot additional width of the structure deck will provide adequate clearance.

3. Escape Ramps: At this time only one escape ramp has been field designed but construction is being held up at staff level pending further investigation and safety assurance. This ramp is to be located off the north bound lanes at M.P. 9.64 just south of the Neil Creek Rest Area. The total ramp length is 1,200 feet long which consists of 300 feet of paved entrance and 900 feet of loose slowdown material (pea gravel). Adequate tie-down anchors for vehicle removal will be part of the facility. The terminus will be offset about 75 feet from the edge of travel lane. The estimated cost is about $100,000. Several other locations will be studied and will be reported as a separate project. It is planned to design the ramps within the existing R/W.

4. Short Term Impacts: The greatest impact will be traffic delay caused by the paving construction. In most cases the delay will be in the form of one lane closures with traffic proceeding slowly past the paving operations. Of lessor impact will be the dust created by the grading of shoulders and ditches and with relatively few homes in the immediate area and good air currents the problem should abate quickly. Proximate surface runoff will not be altered greatly.

5. Construction methods of preparing and protecting weathered slopes are universal and, other than individual mishaps, will cause little or no impacts. In fact, the end result will create a considerable affirmative change in the safety factor, whereas, in the past this situation has caused a great deal of concern for the safety of the traveling public.

50 Drivers Interviewed 7/8 to 7/10/75

Driver Interview
Interstate 5 - Siskiyou Mountains - Mile 0 to 12

1. How often do you drive this section of I-5
   Weekly or more often 23
   Monthly 18
   First time 8

2. Should a "Brake Check Area" be constructed at the Summit? yes 41 no 7 ? ___
   If yes should its use be mandatory for ladden trucks? yes 21 no 14

3. If you realized your vehicle had lost braking ability would you
   Take escape ramp yes 39 no 5 ? 2
   Try to "ride it out" yes 5 no 16 ? 2
   Rub against guard rail yes 8 no 8 ? 3

4. What do you estimate the maximum speed a runaway truck might attain on this section? 70mph 5 80 mph 7 85 mph 5 over 85 mph 30

5. Should an advisory speed for downhill trucks be posted to warn the unwary driver? yes 40 no 7
   If yes, what speed See Tabulation at bottom of page

6. What type of truck escape ramps have you seen or used?
   Gravity ramp with gravel or sand 38
   Sand piles 8
   Other 1 (Deep Sand)
   Where? See tabulation at bottom of page

7. Would an escape ramp be useful?
   1 mile below Summit yes 9 no 10
   2 mile below Summit yes 15 no 6
   4 mile below Summit yes 29 no 4
   ½ mile before "Rest Area" yes 20 no 4

8. Would you consider using a well signed escape ramp that could not be entirely seen until "too late" such as at the end of a curve?
   yes 22 no 26

9. How many drivers of runaways would use the escape ramps?
   All 4 Most 30 Some 7 Few 5 None 1

10. Problems with runaways are mainly
    Northbound 37 Southbound 5

11. What is the major reason for runaways?
    Brake failure 11 Brake over-use (heat) 36 Driver Error 22 Other 2

Please use other side for additional comments
(Refer to individual questionaires)

5. "___what speed?" 55mph 2, 50mph 2, 45mph 8, 40mph 7, 35mph 11, 30mph 4.

6. "where?" Pendleton, Southern California (Grapevine & Ridge Route), Arizona, Colorado, Wyoming, Utah.

8472

8

FORM E-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 9, 1975

To: FILE

SUBJECT: Ashland-California State Line
Pacific Highway
Jackson County

NOTED
E. S. HUNTER

Bud Shirley called this date and advised that "sand piles" were feasible at the following locations on the above section:

Northbound	MP 5.5	$29,000
"	MP 6.3	$28,000
"	MP 9.6	$31,500
Southbound	MP 3.0	$30,000
Total		$118,500

Sexton Mountain was also inspected and a sandpile site noted there where trucks have been in difficulty on a reversing curve, at northbound MP 70.5, cost $40,000.

These were noted and reviewed in company with Tom Lowe, FHWA Area Engineer.

George C. Wills
George C. Wills
Location Field Engineer

GCW:mc

cc E. S. Hunter ✓

RECEIVED
JUN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8472

1 Versteeg
A. Olson
Torpin
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R. Olson
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June 17, 1974

Mr. E. A. McGinty
County Surveyor
Jackson County Court House
Medford, Oregon 97501

Attention: Mr. Ed Graham

Your letter of June 11, 1974 directed to Mr. Earl Saling, who is now retired, was referred to this office for handling.

We are unable to find any reference monumentation of the subdivision corners you mentioned in this office and our location survey for the South Ashland - Wall Creek Section of the Pacific Highway indicates only the South quarter corner of Section 31 was found. This South quarter corner can be re-established from the Right of Way pin monumentation in the area as shown on our Right of Way Map 8B-26-17. For your information we have computed the angles and distances from 3 of these points to this quarter corner and they are shown on the attached print.

By copy of this letter we are requesting our Regional Office at Roseburg to check their records and send you any additional information available.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachment

cc: Mr. Alfred Shirley, Jr.
w/letter & print

OFFICE OF THE
SURVEYOR

EDWARD A. McGINTY
REGISTERED SURVEYOR NO. 301

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON 97501

June 11, 1974

Right of Way Office Manager
Earl S. Sailing
117 State Hwy. Building
Salem, OR 97301

Dear Mr. Sailing,

This office needs the reference notes for the South 1/4 corner of Section 31, Township 39 South, Range 2 East, and the North 1/4 corner of Section 6, Township 40 South, Range 2 East.

This is shown on O.S.H.D. Drg. No. 8B-26-17, near Station "SB 296+86.64 P.I." Dated 1962 Located line.

We would also be interested in future projects in this area so the Government corners could be referenced beyond the limits of construction.

Sincerely,

Ed Graham

Ed Graham
Assistant to
E.A. McGinty

S Ashland - Wall Cr

EM:jet

NOTED
FLOYD O. SCOTT
6-12-74

RIGHT OF WAY SECTION
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JUN 12 1974

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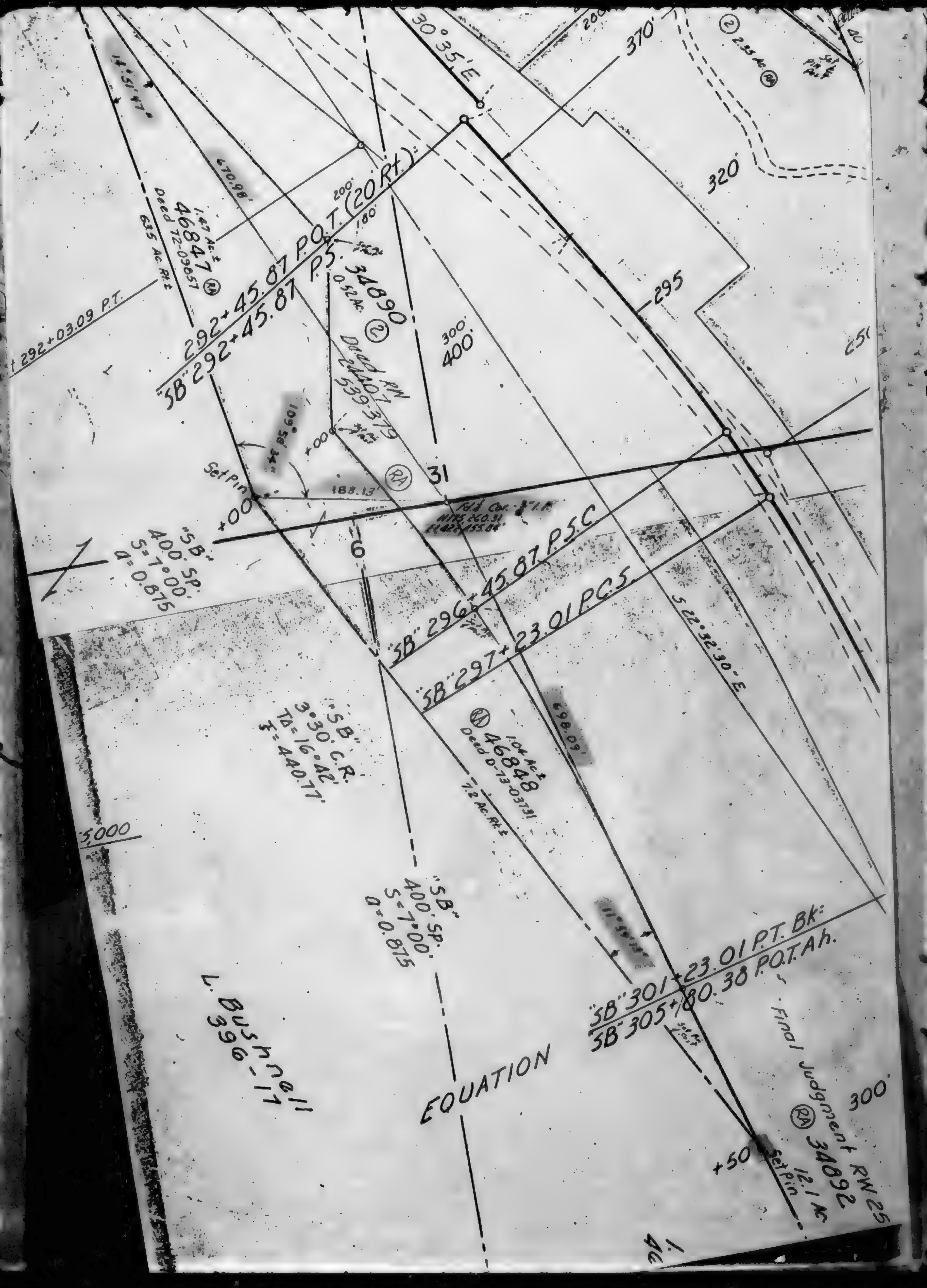
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200'
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1.47 Ac.±
46847 Ⓡ
Deed 72-09657
63.5 Ac. Rt.±
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292+45.87 P.O.T. (20 Rt.)
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L. Bushnell
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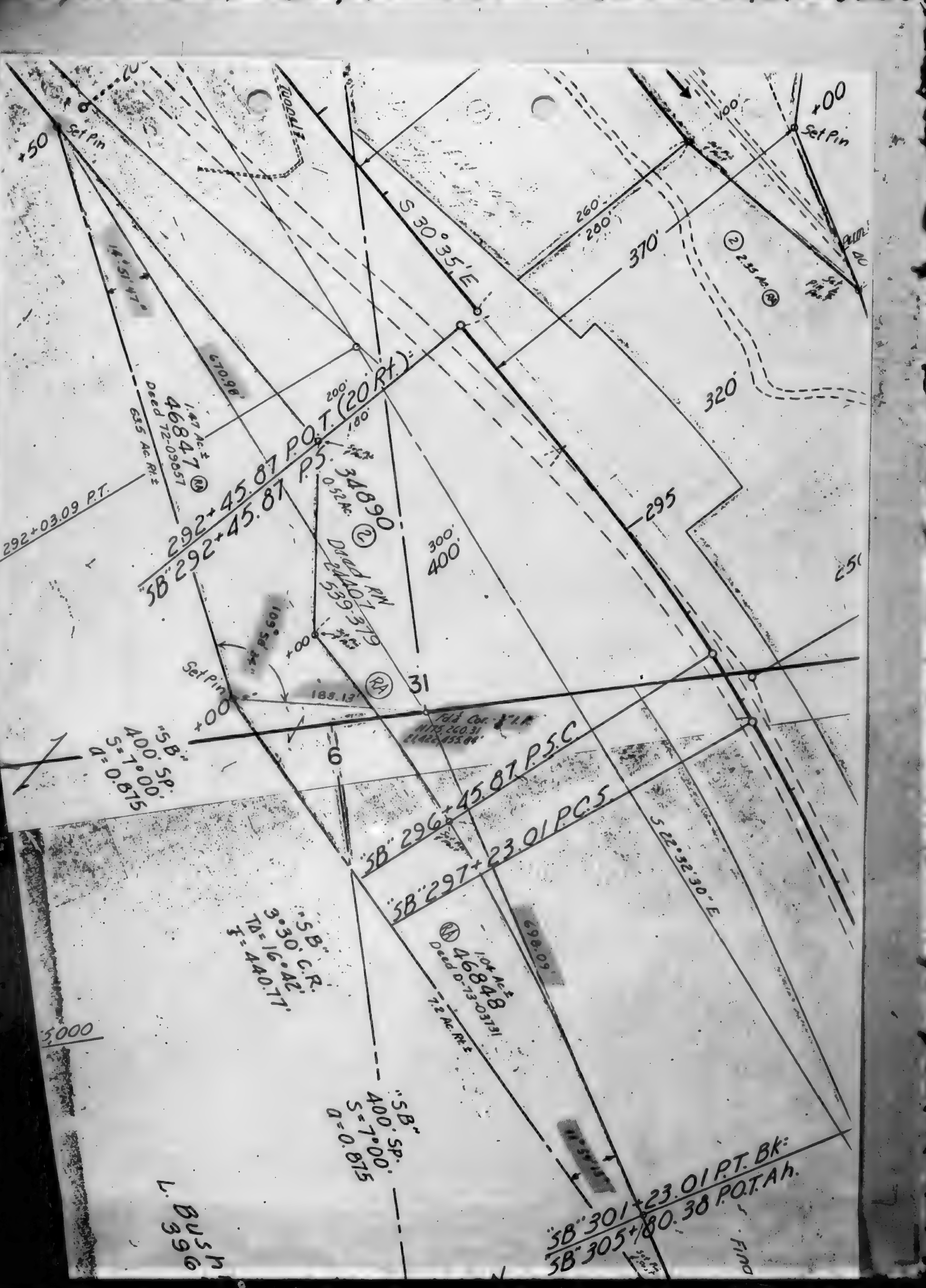
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400' SP.
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"SB" 296+45.87 P.S.C.
"SB" 297+23.01 P.C.S.
S 22°32'30" E
"SB"
3°30' C.R.
TΔ=16°42'
T=440.77'
ⓇA
1.04 Ac.±
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Deed D-73-03731
7.2 Ac. Rt.±
698.09'
5,000
"SB"
400' SP.
S=7°00'
a=0.875
"SB" 301+23.01 P.T. Bk.
"SB" 305+80.38 P.O.T. Ah.
L. Bush
396
Fino

8412

8

March 6, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Reference is made to your letter of October 17, 1973, 10-35-B3/I-5-(-)1 X-File I-5-2(-)66, and your request for details of treatment of structures on the Ashland to California State Line Section of Interstate 5.

The attached typical sections and sketch maps cover our recommendations for widening of affected structures to provide roadway width for slow moving trucks on Siskiyou Mountain.

If you have any questions regarding the attached sketches, please contact Mr. Wolfe.

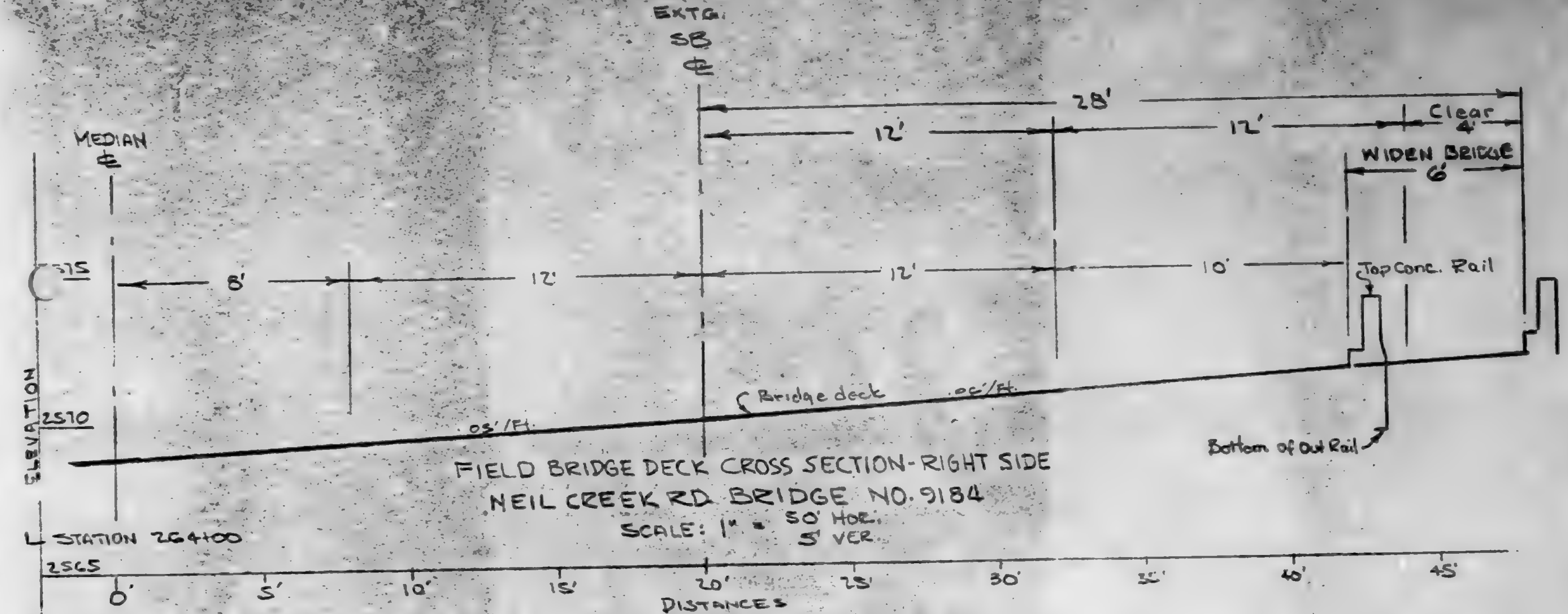
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

GCW:jp jf

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter w/att.
V. D. Wolfe
L. W. Rulien
J. H. Versteeg w/att.
Alfred Shirley, Jr. w/att.


EXTG. SB ℄
MEDIAN ℄
28'
12'
12'
Clear 4'
WIDEN BRIDGE 6'
2575
8'
12'
12'
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Top Conc. Rail
ELEVATION
2570
℄ Bridge deck
.05'/Ft.
.02'/Ft.
Bottom of Out Rail
L STATION 264+00
2565
0'
5'
10'
15'
20'
25'
30'
35'
40'
45'
DISTANCES

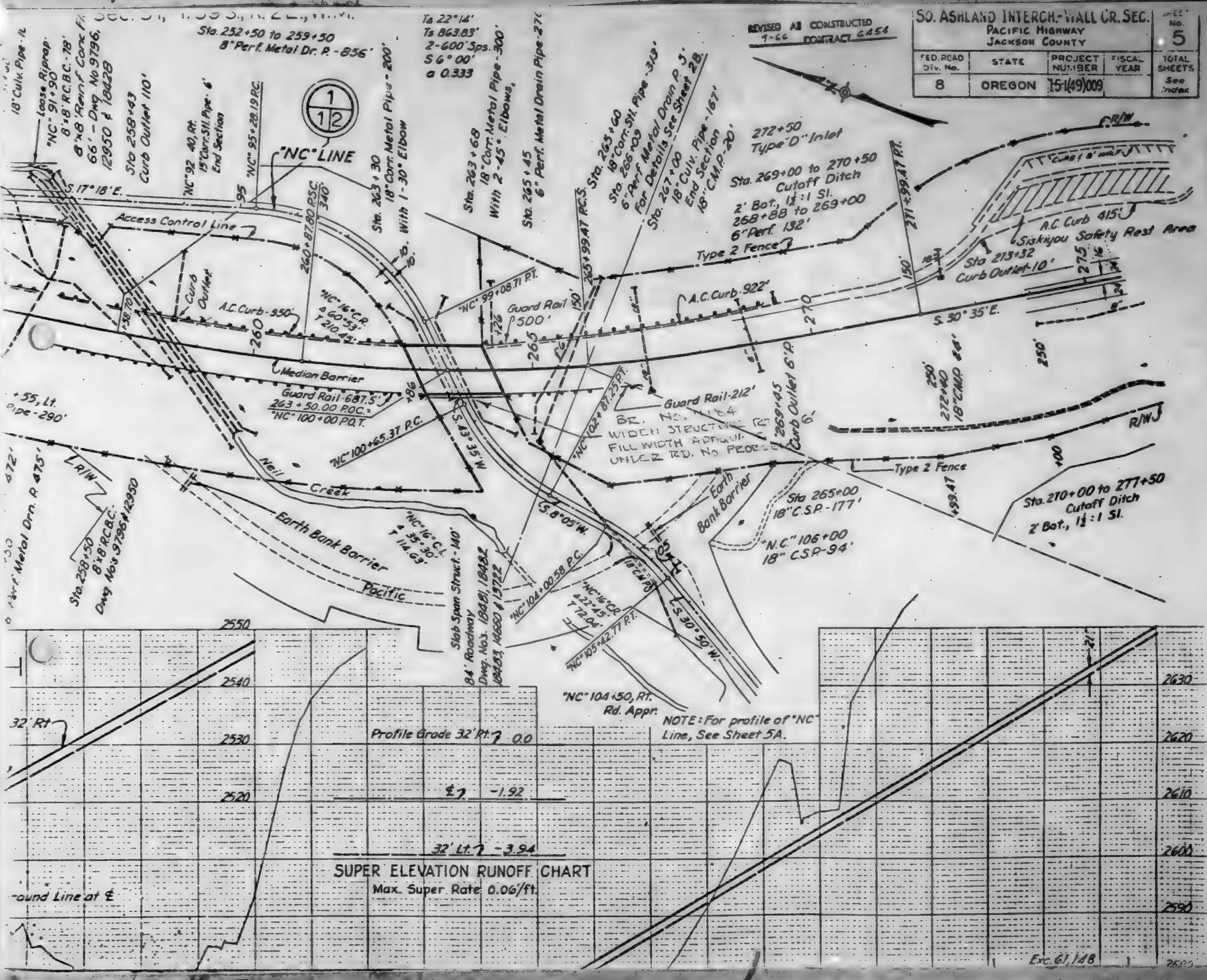
FIELD BRIDGE DECK CROSS SECTION - RIGHT SIDE
NEIL CREEK RD. BRIDGE NO. 9184
SCALE: 1" = 50' HOR.
5' VER.

CALIFORNIA LINE - ASHLAND SECTION
SAFETY PROJECT
CLIMBING LANE DESIGN
PACIFIC HIGHWAY
JACKSON COUNTY
FEBRUARY 1974

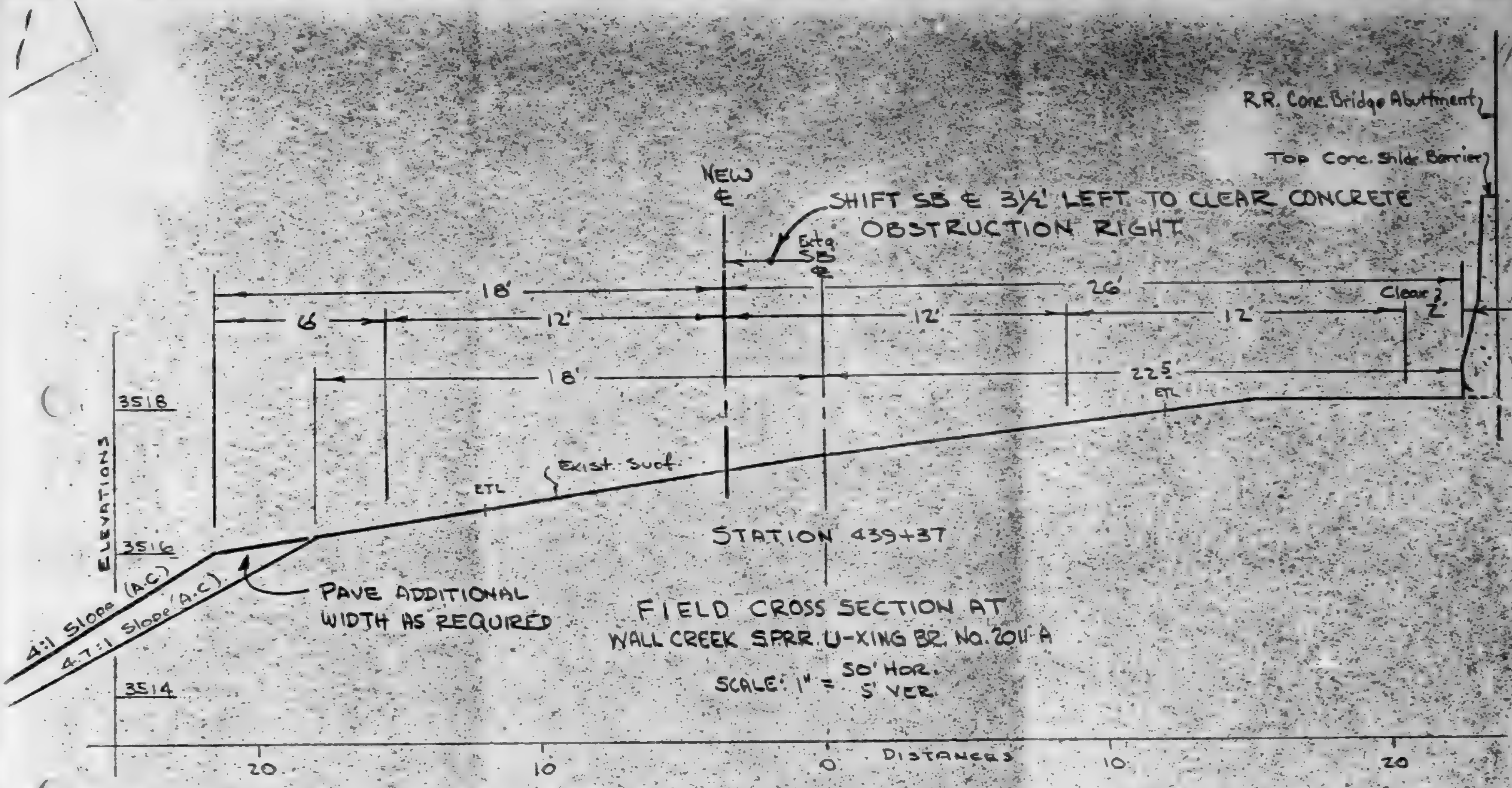
REVISED AS CONSTRUCTED
7-66 CONTRACT 6454

SO. ASHLAND INTERCH.-WALL CR. SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
				5
8	OREGON	I5-1(49)009		TOTAL SHEETS See index



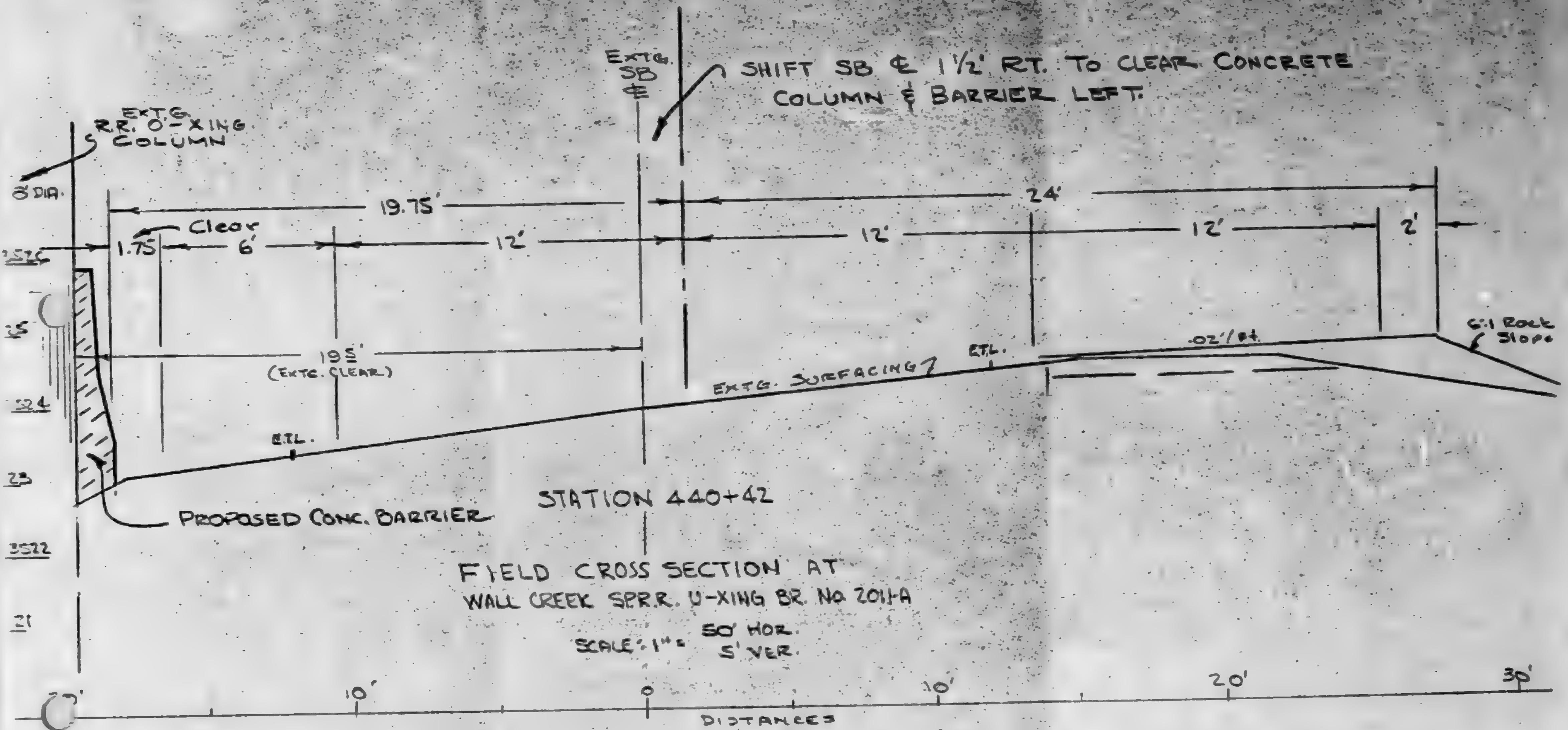
Sec. 31, T. 39 S., R. 2 E., W.M.
18" Culv. Pipe - 12
Loose Riprap
"NC" 91+90
8'×8' R.C.B.C. - 78'
8'×8' Reinf. Conc. Fl.
66' - Dwg. No 9796,
12950 & 18428
Sta 258+43
Curb Outlet 110'
"NC" 92 40, Rt.
15" Corr. Stl. Pipe - 6'
End Section
"NC" 95+28.19 P.C.
Sta. 252+50 to 259+50
8" Perf. Metal Dr. P. - 856'
"NC" LINE
1
1 2
Sta. 263+30
18" Corr. Metal Pipe - 200'
With 1 - 30° Elbow
Ta 22°14'
Ts 863.83'
2-600' Sps.
S 6° 00'
a 0.333
Sta. 263+68
18" Corr. Metal Pipe - 300'
With 2 - 45° Elbows,
Sta. 265+45
6" Perf. Metal Drain Pipe - 27
Sta. 265+60
18" Corr. Stl. Pipe - 313'
Sta. 266+09
6" Perf. Metal Drain P. 3'
For Details See Sheet 2B
Sta. 267+00
18" Culv. Pipe - 167'
End Section
18" C.M.P. - 20'
272+50
Type "D" Inlet
Sta. 269+00 to 270+50
Cutoff Ditch
2' Bot., 1½:1 Sl.
268+88 to 269+00
6" Perf. 132'
271+99.47 P.T.
C R/W
Curb & 8' walk
A.C. Curb 415'
Siskiyou Safety Rest Area
Sta 273+32
Curb Outlet 10'
275
S. 17° 18' E.
95
Access Control Line
260+87.80 P.S.C.
340
Curb Outlet
A.C. Curb - 950'
"NC" 16° C.R.
Δ 60°53'
T 210.42'
"NC" 99+08.71 P.T.
Guard Rail 500'
265+99.47 P.C.S.
Type 2 Fence
A.C. Curb - 922'
S. 30° 35' E.
150'
250'
260
265
270
Median Barrier
Guard Rail - 687.5'
263+50.00 P.O.C.
"NC" 100+00 P.O.T.
"NC" 100+65.37 P.C.
S. 43° 35' W.
"NC" 102+87.25 P.T.
Guard Rail - 212'
BR. NO. 1184
WIDEN STRUCTURE RT.
FILL WIDTH ADEQUATE
UNDER RD. NO PROBLEM
269+45
Curb Outlet 6'
272+40
18" C.M.P. 24'
R/W
Type 2 Fence
+99.47
+00
Sta. 270+00 to 277+50
Cutoff Ditch
2' Bot., 1½:1 Sl.
+55, Lt.
Pipe - 290'
472'
6" Perf. Metal Drn. P. 475'
R/W
Sta. 258+50
8'×8' R.C.B.C.
Dwg. Nos. 9796 & 12950
Neil Creek
Earth Bank Barrier
Pacific
"NC" 16° C.L.
Δ 35°30'
T 114.63'
S. 8° 05' W.
Slab Span Struct. - 140'
84' Roadway
Dwg. Nos. 18481, 18482
18483, 14880 & 13722
"NC" 104+00.58 P.C.
"NC" 16° C.R.
Δ 22°45'
T 72.04'
"NC" 105+42.77 P.T.
18" C.M.P.
S. 30° 50' W.
Earth Bank Barrier
Sta 265+00
18" C.S.P. - 177'
"N.C." 106+00
18" C.S.P. - 94'
"NC" 104+50, Rt.
Rd. Appr.
NOTE: For profile of "NC" Line, See Sheet 5A.
2550
2540
2530
2520
32' Rt.
Profile Grade 32' Rt. 0.0
℄ -1.92
32' Lt. -3.94
SUPER ELEVATION RUNOFF CHART
Max. Super Rate 0.06/ft.
Ground Line at ℄
12
2630
2620
2610
2600
2590
2580
Exc. 61,148


R.R. Conc. Bridge Abutment
Top Conc. Slide Barrier
NEW ℄
SHIFT SB ℄ 3½' LEFT TO CLEAR CONCRETE OBSTRUCTION RIGHT
Extg. SB ℄
18'
26'
Clear 2'
6
12'
12'
12
18'
22.5'
ETL
ETL
Exist. Surf.
ELEVATIONS
3518
3516
3514
4:1 Slope (A.C.)
4.7:1 Slope (A.C.)
PAVE ADDITIONAL WIDTH AS REQUIRED
STATION 439+37
20
10
0
DISTANCES
10
20

FIELD CROSS SECTION AT
WALL CREEK S.P.R.R. U-XING BR. NO. 2011-A

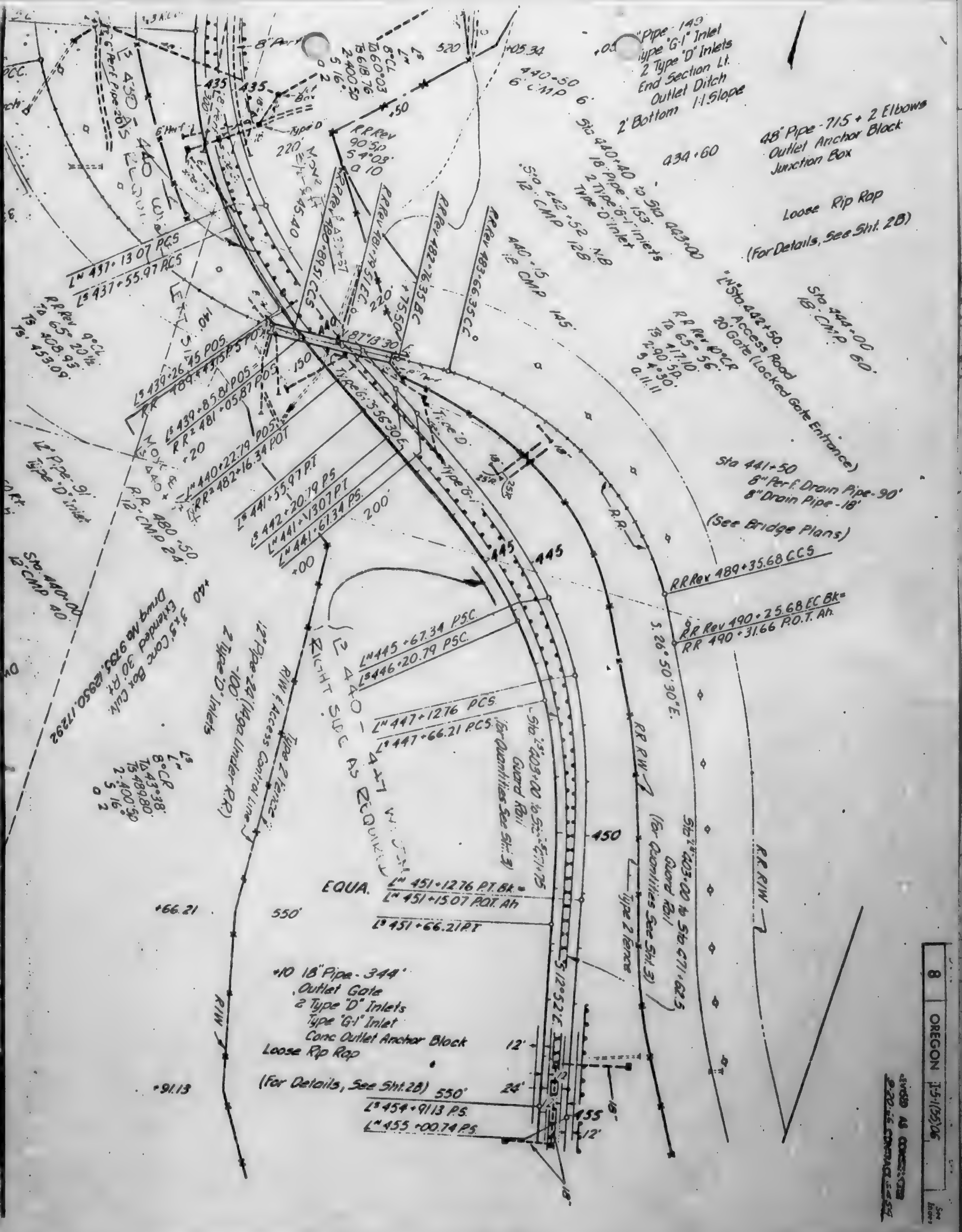
SCALE: 1" = 50' HOR.
5' VER.

CALIFORNIA LINE - ASHLAND SECTION
SAFETY PROJECT
CLIMBING LANE DESIGN
PACIFIC HIGHWAY
JACKSON COUNTY
FEBRUARY 1974


EXT.G. R.R. O-XING COLUMN
3' DIA.
EXTG. SB ℄
SHIFT SB ℄ 1½' RT. TO CLEAR CONCRETE COLUMN & BARRIER LEFT.
19.75'
24'
Clear
1.75
6'
12'
12'
12'
2'
19.5'
(EXTG. CLEAR)
E.T.L.
EXTG. SURFACING
E.T.L.
.02'/ft.
6:1 Rock Slope
3526
25
24
23
3522
21
PROPOSED CONC. BARRIER
STATION 440+42
20'
10'
0
10'
20'
30'
DISTANCES

FIELD CROSS SECTION AT
WALL CREEK SP.R.R. U-XING BR. NO. 2011-A
SCALE: 1" = 50' HOR. 5' VER.

CALIFORNIA LINE - ASHLAND SECTION
SAFETY PROJECT
CLIMBING LANE DESIGN
PACIFIC HIGHWAY
JACKSON COUNTY
FEBRUARY 1974


+05 "Pipe - 149
Type "G-1" Inlet
2 Type "D" Inlets
End Section Lt.
Outlet Ditch
2' Bottom 1:1 Slope
+05.34
440+50
6" CMP 6'
520
48" Pipe - 715 + 2 Elbows
Outlet Anchor Block
Junction Box
434+60
Loose Rip Rap
(For Details, See Sht. 2B)
Sta 440+40 to Sta 443+00
18" Pipe - 153'
2 Type "G-1" Inlets
Type "D" Inlet
Sta 442+52 N.B
12" CMP 128'
440+15
12" CMP 145'
"L" Sta 442+50
Access Road
20' Gate (Locked Gate Entrance)
Sta 444+00
18" CMP 60'
R.R. Rev 10° C.R.
Δ 65° 56'
T 417.10'
L 790.50'
S 4° 30'
a 11.11
Sta 441+50
8" Perf. Drain Pipe - 90'
8" Drain Pipe - 18'
(See Bridge Plans)
RR Rev 489+35.68 CCS
RR Rev 490+25.68 EC Bk =
RR 490+31.66 P.O.T. Ah
S. 26° 50' 30" E.
R.R. R/W
Sta "L" 403+00 to Sta C71+62.5
Guard Rail
(For Quantities See Sht. 3)
Type 2 Fence
450
445
S 12° 52' E.
12'
24'
18'
455
12'
L^S 454+91.13 P.S.
L^N 455+00.74 P.S.
550'
+10 18" Pipe - 344'
Outlet Gate
2 Type "D" Inlets
Type "G-1" Inlet
Conc Outlet Anchor Block
Loose Rip Rap
(For Details, See Sht. 2B)
+91.13
R/W
EQUA. L^N 451+12.76 P.T. Bk =
L^N 451+15.07 P.O.T. Ah
L^S 451+66.21 P.T.
+66.21
550'
Sta "L" 403+00 to Sta C71+75
Guard Rail
(For Quantities See Sht. 3)
L^N 447+12.76 PCS
L^S 447+66.21 PCS
L^N 445+67.34 PSC
L^S 446+20.79 PSC
℄ 440 - 447
RIGHT SIDE AS REQUIRED
R/W & Access Control Line
Type 2 Fence
12" Pipe - 24' (Along Under R.R.)
-100'
2 Type "D" Inlets
L^S
L^N
8° CR
Δ 43° 38'
T 489.80'
L 2400.50'
S 16°
a 2
+40 3'x3' Conc Box Culv.
Extended 30' Rt.
Drwg No 9795, 12950, 17292
Sta 440+00
12" CMP 40'
R.R. 480+50
12" CMP 24'
12" Pipe - 91'
Type "D" Inlet
+00
L^N 441+61.34 P.S.
L^N 441+13.07 P.T.
L^S 442+20.79 P.S.
L^S 441+55.97 P.T.
200'
L^N 440+22.79 P.O.S.
RR 482+16.34 P.O.T.
+20
L^S 439+85.81 P.O.S.
RR 481+05.87 P.O.S.
150'
L^S 439+26.45 P.O.S.
RR 489+43.15 P.S.P.O.T.
140'
RR Rev 9° CL
Δ 65° 20'
T 408.93'
L 453.09'
L^N 437+13.07 P.C.S.
L^S 437+55.97 P.C.S.
N 87° 13' 30" E.
Type "G-1"
S 35° 56' 30" E.
Type "D"
R.R.
25'R
R.R. Rev 483+66.35 C.C.
R.R. Rev 482+76.35 B.C.
+75.50
220'
R.R. Rev 481+79.51 E.C.
R.R. Rev 480+89.51 C.C.S.
445.40
R.R. Rev
90' Sp
S 4° 03'
a 10
220'
Type D
Box
+50
L^S
L^N
6° CL
Δ 60° 03'
T 618.76'
L 2400.50'
S 16°
a 2
435
435
8" Perf
6" Perf Pipe - 205
6" Hvt
430
P.C.C.

8 | OREGON | I-5-1(35)06

See Index

REVISED AS CONSTRUCTED
8-20-56 CONTRACT

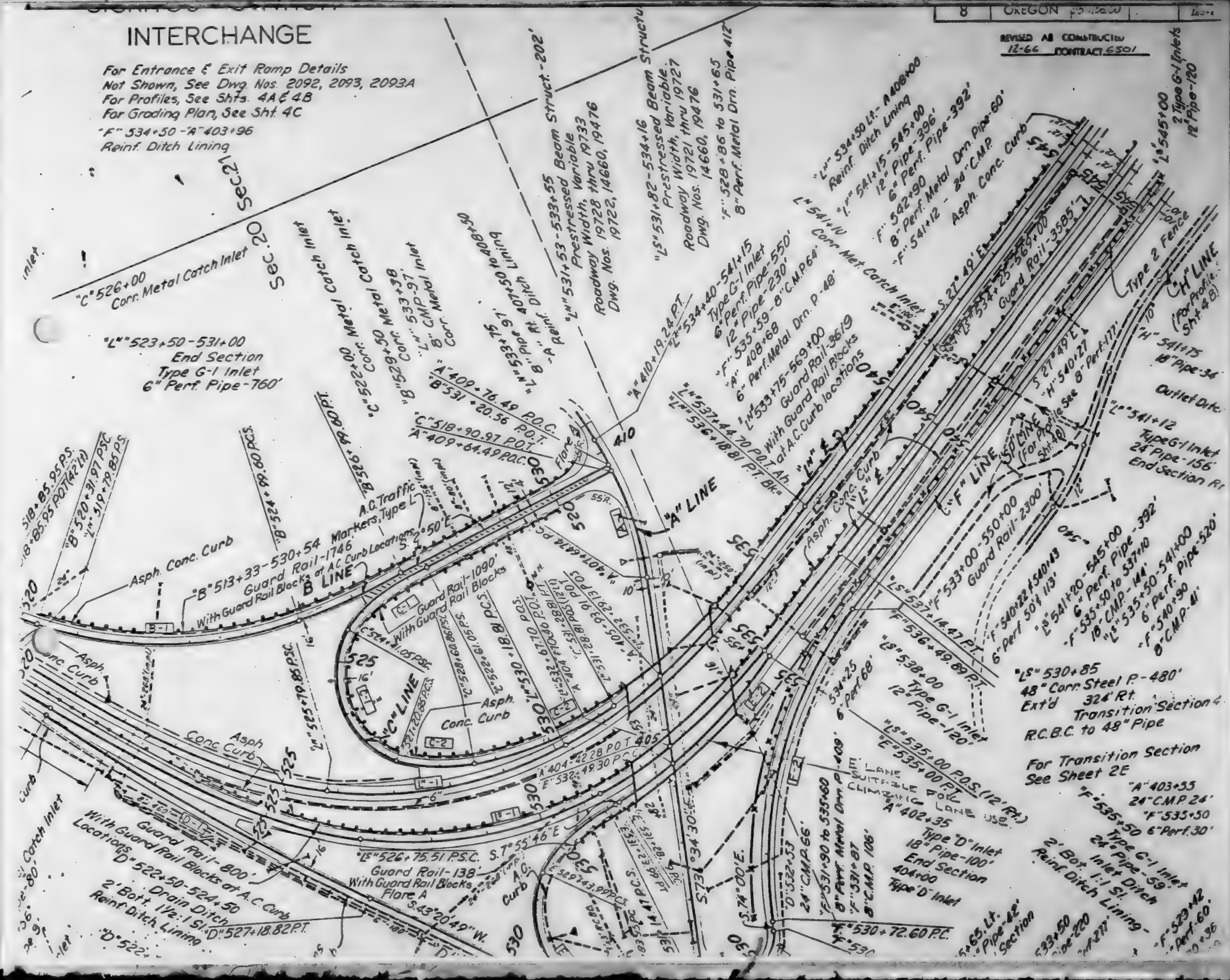
8 OREGON

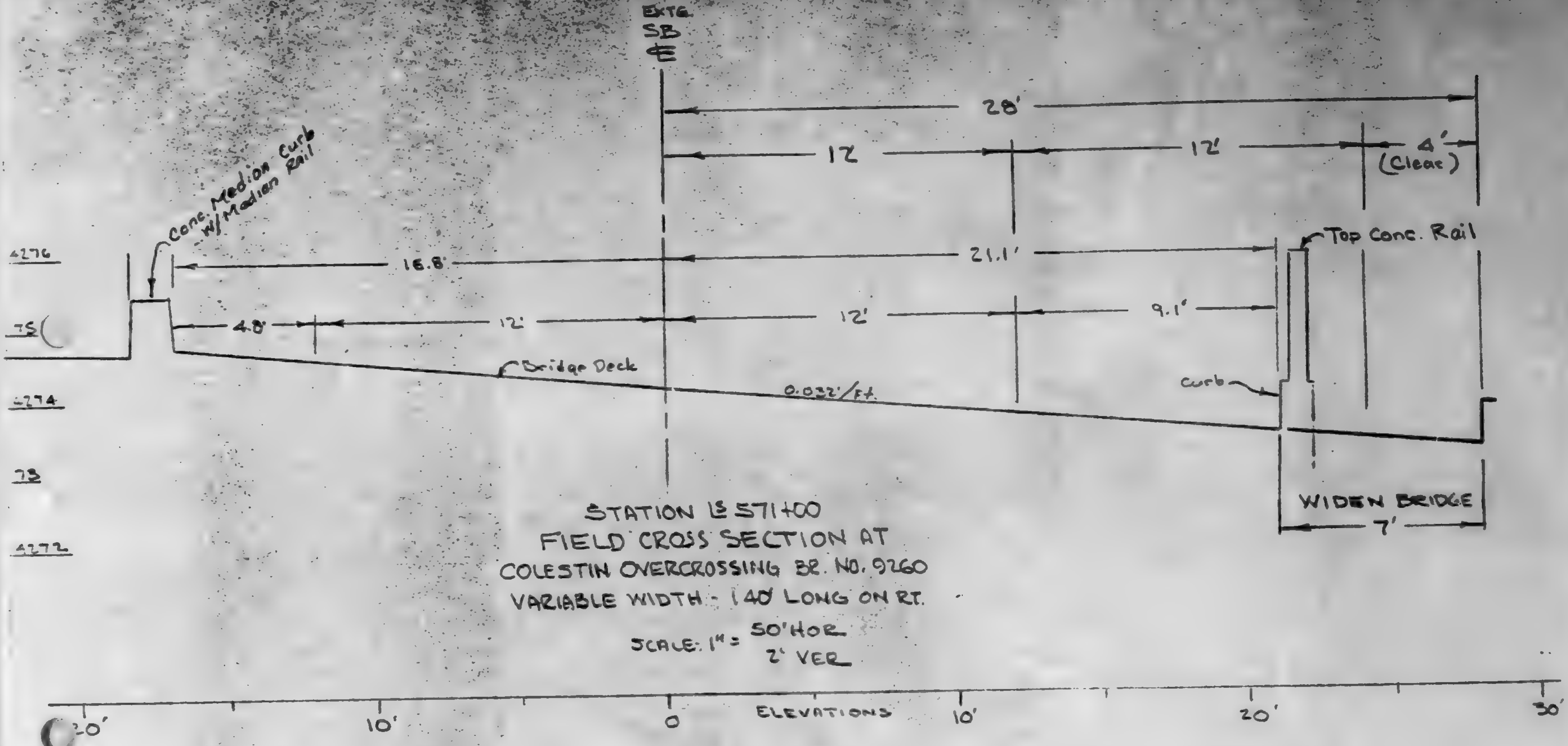
REVISED AS CONSTRUCTED
12-66 CONTRACT 6501

INTERCHANGE

For Entrance & Exit Ramp Details
Not Shown, See Dwg. Nos. 2092, 2093, 2093A
For Profiles, See Shts. 4A & 4B
For Grading Plan, See Sht. 4C

"F" 534+50 -"A" 403+96
Reinf. Ditch Lining


Sec. 21
Sec. 20
"C" 526+00
Corr. Metal Catch Inlet
"L" 523+50 - 531+00
End Section
Type G-1 Inlet
6" Perf. Pipe-760'
"C" 522+00
Corr. Metal Catch Inlet
"B" 529+50
Corr. Metal Catch Inlet
"L" 533+38
8" CMP-97'
Corr. Metal Inlet
"L" 533+75
8" Pipe 97'
"A" Rt. 407+50 to 408+50
Reinf. Ditch Lining
"L" 531+53 - 533+55
Prestressed Beam Struct.-202'
Roadway Width, Variable
Dwg. Nos. 19728 thru 19733
19722, 14660, 19476
"LS" 531+82 - 534+16
Prestressed Beam Structu
Roadway Width, Variable
Dwg. Nos. 19721 thru 19727
14660, 19476
"F" 528+86 to 531+65
8" Perf. Metal Drn. Pipe 412'
"L" 534+50 Lt. - A 408+00
Reinf. Ditch Lining
"L" 541+15 - 545+00
12" Pipe 396'
6" Perf. Pipe
"F" 542+90
8" Perf. Metal Drn. Pipe-392'
"F" 541+12 - 24" C.M.P.-60'
Asph. Conc. Curb
"L" 541+10
Corr. Met. Catch Inlet
"L" 545+00
2 Type G-1 Inlets
12" Pipe-120'
"L" 534+40 - 541+15
Type G-1 Inlet
6" Perf. Pipe-550'
12" Pipe-230'
"F" 535+59 - 8" C.M.P. 64'
"A" 408+68
6" Perf. Metal Drn. P.-48'
"L" 533+75 - 569+00
Guard Rail-3619
With Guard Rail Blocks
at A.C. Curb locations
"A" 410+19.24 P.T.
"L" 537+44.70 P.O.T. Ah.
"L" 536+18.81 P.T. Bk.
S. 27°49' E.
"L" 534+25 - 569+00
Guard Rail-3585'
Type 2 Fence
"H" LINE
(For Profile See Sht. 4B)
"H" 541+75
18" Pipe-34'
Outlet Dtc.
"H" 540+27
S. 27°49' E.
"SP" LINE
(For Profile See Sht. 4B)
8" Perf.-117'
"L" 541+12
Type G-1 Inlet
24" Pipe-156'
End Section
"F" LINE
"F" 533+00 - 550+00
Guard Rail-2300'
"F" 540+22 / 540+13
6" Perf. 50' & 113'
"LS" 541+20 - 545+00
6" Perf. Pipe-392'
"F" 535+50 to 537+10
18" C.M.P.-144'
"LS" 535+50 - 541+00
6" Perf. Pipe-520'
"F" 540+90
8" C.M.P.-41'
"LS" 537+14.47 P.T.
"F" 536+49.89 P.T.
"LS" 530+85
48" Corr. Steel P.-480'
Ext'd 324' Rt.
Transition Section &
R.C.B.C. to 48" Pipe
For Transition Section
See Sheet 2E
"A" 403+55
24" C.M.P. 24'
"F" 535+50
6" Perf. 30'
"F" 535+50
Type G-1 Inlet
24" Pipe-59'
Inlet Ditch
2' Bot. 1:1 Sl.
Reinf. Ditch Lining
"LS" 538+00
Type G-1 Inlet
12" Pipe-120'
534+25
6" Perf. 68'
"LS" 535+00 P.O.S. (12' Rt.)
"E" 535+00 P.T.
E LANE
SUITABLE FOR
CLIMBING LANE USE
"A" 402+35
Type "D" Inlet
18" Pipe-100'
End Section
404+00
Type "D" Inlet
"F" 531+90 to 535+60
8" Perf. Metal Drn. P.-409'
"F" 531+87
8" C.M.P. 106'
"D" 532+33
24" C.M.P. 66'
S. 74°00' E.
S. 73°34' 30" E.
"F" 530+72.60 P.C.
"A" LINE
"A" 409+76.49 P.O.C.
"B" 531+20.56 P.O.T.
"C" 518+90.97 P.O.T.
"A" 409+64.49 P.O.C.
Flare B
A.C. Traffic Markers, Type L
S. 2°50' E.
"B" 513+33 - 530+54
Guard Rail-1746'
With Guard Rail Blocks at A.C. Curb Locations
B LINE
Asph. Conc. Curb
"B" 526+99.60 P.T.
"B" 524+99.60 P.C.S.
"B" 518+85.95 P.S.
"B" 518+85.95 P.O.T. (42' Lt.)
"B" 520+31.97 P.S.C.
"L" 519+19.85 P.S.
Guard Rail-1090'
With Guard Rail Blocks
"C" 524+11.05 P.S.C.
"C" 528+60.86 P.S.C.
"C" 522+61.05 P.S.
"C" 530+18.81 P.C.S.
"C" 530+67.70 P.O.S.
"A" 404+10.36 P.O.T.
"C" 531+28.81 P.O.S.
"A" 405+93.91 P.O.S.
"C" 532+29.13 P.O.S.
"A" 407+64.74 P.C.
"C" LINE
"C" 527+20.88 P.C.S.
Asph. Conc. Curb
"L" 525+79.85 P.S.C.
"A" 404+42.28 P.O.T.
"E" 532+49.30 P.O.C.
"LS" 526+75.51 P.S.C.
S. 7°55' 46" E.
Guard Rail-138'
With Guard Rail Blocks
Flare A
S. 43°20' 49" W.
Guard Rail-800'
With Guard Rail Blocks at A.C. Curb
Locations
"D" 522+50 - 524+50
Drain Ditch
2' Bott. 1½:1 Sl.
Reinf. Ditch Lining
"D" 527+18.82 P.T.
"D" 529+43.99 P.C.S.
Corr. Catch Inlet
520
525
530
535
540
545
405
410


EXTG.
SB
℄
28'
12
12'
4'
(Clear)
Conc. Median Curb W/ Median Rail
Top Conc. Rail
4276
16.8'
21.1'
75
4.8'
12'
12'
9.1'
Bridge Deck
0.032'/Ft.
Curb
4274
73
WIDEN BRIDGE
7'
4272
20'
10'
0
ELEVATIONS
10'
20'
30'

STATION LS 571+00
FIELD CROSS SECTION AT
COLESTIN OVERCROSSING BR. NO. 9260
VARIABLE WIDTH - 140' LONG ON RT.

SCALE: 1" = 50' HOR.
2' VER

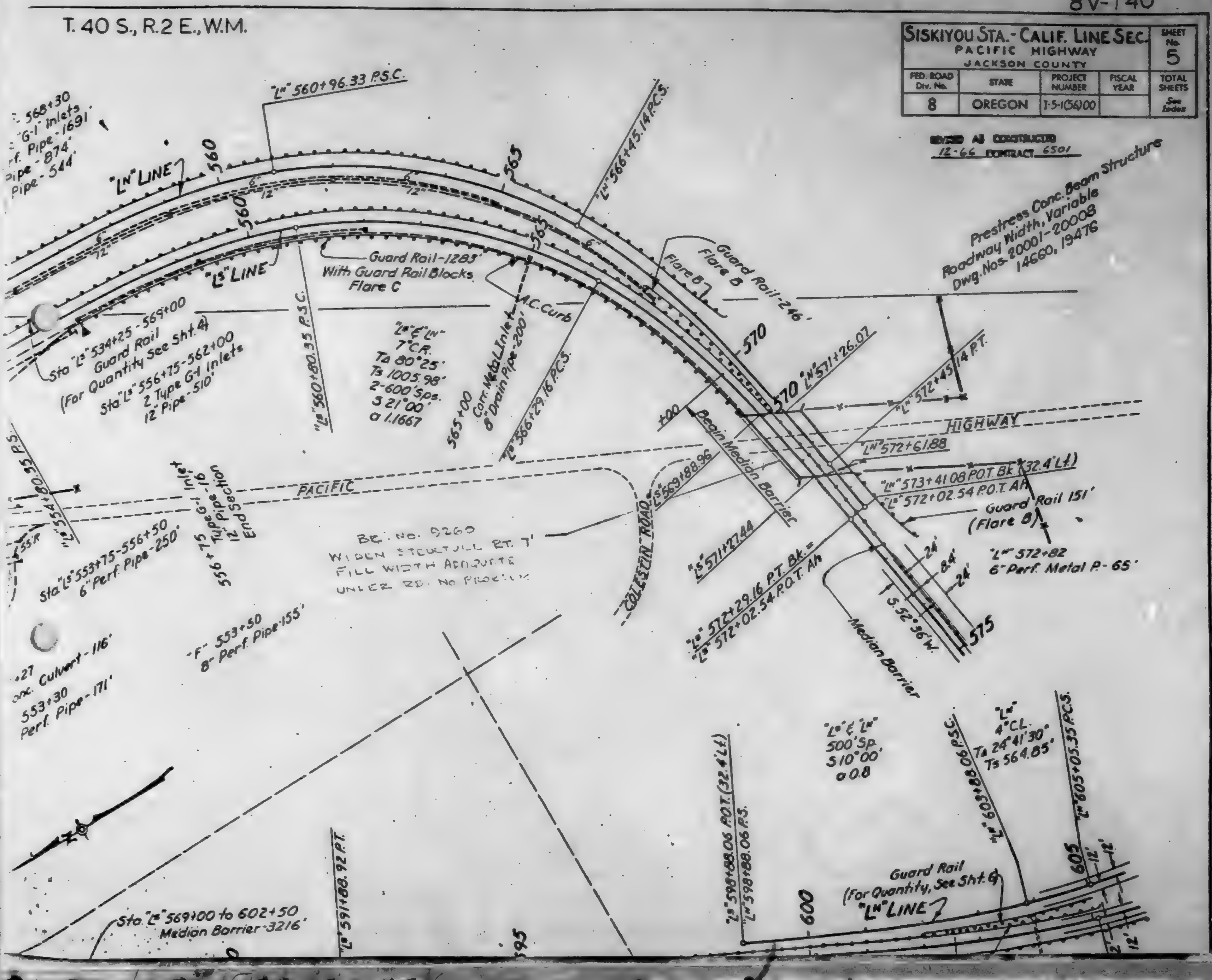
CALIFORNIA LINE - ASHLAND SECTION
SAFETY PROJECT
CLIMBING LANE DESIGN
PACIFIC HIGHWAY
JACKSON COUNTY
FEBRUARY 1974

8V-140

T. 40 S., R. 2 E., W.M.

SISKIYOU STA.-CALIF. LINE SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(56)00		See Index

REVISED AS CONSTRUCTED
12-66 CONTRACT 6501



Prestress Conc. Beam Structure
Roadway Width, Variable
Dwg. Nos. 20001-20008
14660, 19476
"L^N" 560+96.33 P.S.C.
568+30
"G-1" Inlets
f. Pipe-1691'
Pipe-874'
Pipe-544'
"L^N" LINE
560
560
6"
72"
12"
"L^S" LINE
Sta "L^S" 534+25-569+00
Guard Rail
(For Quantity See Sht. 4)
Sta "L^S" 556+75-562+00
2 Type G-1 Inlets
12" Pipe-510'
"L^S" 560+80.35 P.S.C.
Guard Rail-1283'
With Guard Rail Blocks
Flare C
"L^S" ℄ "L^N"
7° C.R.
TΔ 80°25'
Ts 1005.98'
2-600' Sps.
S 21°00'
a 1.1667
565
565
565+00
Corr. Metal Inlet
8" Drain Pipe-200'
A.C. Curb
"L^S" 566+29.16 P.C.S.
"L^N" 566+45.14 P.C.S.
Guard Rail-246'
Flare B
Flare B
570
570
"L^N" 571+26.07
"L^N" 572+45.14 P.T.
+00
Begin Median Barrier
HIGHWAY
"L^N" 572+61.88
"L^N" 573+41.08 P.O.T. Bk. (32.4' Lt.)
"L^S" 572+02.54 P.O.T. Ah
Guard Rail 151'
(Flare B)
"L^N" 572+82
6" Perf. Metal P.-65'
"L^S" 569+88.96
"L^S" 571+27.44
"L^S" 572+29.16 P.T. Bk. =
"L^S" 572+02.54 P.O.T. Ah
24'
8.4'
24'
S. 52°36' W.
575
Median Barrier
COLESTIN ROAD
PACIFIC
"L^S" 554+80.35 P.S.
55' R
Sta "L^S" 553+75-556+50
6" Perf. Pipe-250'
556+75
Type G-1 Inlet
12" Pipe-16'
End Section
BR. NO. 9260
WIDEN STRUCTURE RT. 7'
FILL WIDTH ADEQUATE
UNDER RD. NO PROBLEM
+27
Conc. Culvert-116'
553+30
Perf. Pipe-171'
"F" 553+50
8" Perf. Pipe-155'
"L^S" ℄ "L^N"
500' Sp.
S 10°00'
a 0.8
"L^N"
4° C.L.
TΔ 24°41'30"
Ts 564.85'
"L^N" 603+88.06 P.S.C.
"L^N" 605+05.35 P.C.S.
"L^S" 598+88.06 P.O.T. (32.4' Lt.)
"L^N" 598+88.06 P.S.
"L^S" 591+88.92 P.T.
Sta "L^S" 569+00 to 602+50
Median Barrier-3216'
Guard Rail
(For Quantity, See Sht. 6)
"L^N" LINE
600
605
595
12'
12'
12'
12'

9

TRANSACTION NUMBER 2-44

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-16-73

BY (Signature): MR. YOUNG'S JANUARY 12, 1973 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 733 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
733	1-5-1(82)00	11.54	52,000	47,900	LOCATION: SOUTH ASHLAND INTERCHANGE - CALIFORNIA STATE LINE. JACKSON COUNTY WORK: PRELIMINARY ENGINEERING.

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO Young
FOR

Orig to
2-20-73

NOTED
A. E. JOHNSON

REMARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS FOR THE EXPANSION OF THE SISKIYOU SAFETY REST AREA, FOR ELIGIBLE PAVEMENT OVERLAYS, NECESSARY EVISIONS TO ROADWAY FEATURES TO CONFORM WITH INTERSTATE SAFETY STANDARDS AND SIGNS, INCLUDING INTERCHANGE UMBERING AND MOTOR SERVICES SIGNS.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-16-73	VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

2-16-73

8472

#12

8

RECEIVED
JAN 15 1973
FOR FILING

Const.
R/W
Pac. S

January 12, 1973

S. Ashland Int. – Calif. St Line Sec

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Programing Engineer

SUBJECT Interstate Program Data Submission

We are forwarding program documents for one Interstate preliminary engineering project; Item No. 733, Project No. I-5-1(82)00 which we desire to include in the Federal-aid Interstate Highway Program.

This program is being submitted to cover all phases of the preliminary engineering work not yet completed which is presently programed and authorized on Project No. I-5-1(13)00. Since the preliminary engineering work will not be completed for a number of years yet, and as Project No. I-5-1(13)00 was originally authorized on September 25, 1958, the present age of the cost records make it desirable to reprogram the remaining preliminary engineering work under a new project to permit closing of Project No. I-5-1(13)00. The use of this procedure to permit closing of older Interstate preliminary engineering projects has been previously discussed with members of your staff.

We further request, concurrently with approval of this program, your authorization to proceed with all phases of preliminary engineering, including P.S. & E. preparation as currently in effect on Project No. I-5-1(13)00. If the existing authorization for work cannot be given for the continuation of the work, along with approval of this program, we request that no further action be taken on this program (Item No. 733) as we do not wish to lose the authorizations presently in effect.

Enc.

CL:dg

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

N NO.

O.

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 S. Ashland Intchge. to Calif. St. Line		7,300	11,000	93	10	Oregon	035	042	733

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
nary Engineering								I-	5-1	(82)	00	

RAL FUNDS Interstate

AREA

COUNTY NAME	Jackson	CODE 029		
ROUTE NO.	FEDERAL-AID I-5	STATE	U.S. I-5	

PROGRAM STAGE ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE		I-5 S. Ashland Intchge. to Calif. State Line	11.54	52,000	47,900	4,100		P.E., all phases incl. PS & E preparation
	ROW								(Future pavement overlay, safety rest area expansion & revisions necessary to conform with Interstate Safety Standards & signing)
	CONST (CODE)								ROW - 160' min., access control - full; parking restrictions-complete
EPARED BY			PROJECT TOTALS	11.54	52,000	47,900	4,100		

ROGRAM APPROVAL DATES

REMARKS Additional data, see Item I-108
Project No. I-5-1(13)00

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65	ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	REGION	STATE NAME	STAT CODE
	1	I-5 S. Ashland Intchge. to Calif. St. Line		7,300	11,000	93	10	Oregon	03

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–29	NUMBER	SEQ. N
	Preliminary Engineering								I-	5-1	(82

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Interstate	Jackson	029

	NAME OF URBAN AREA 17-31	ROUTE NO. FEDERAL-AID	STATE	U.S.
		I-5		I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)			
5					PE		I-5 S. Ashland Intchge. to Calif. State Line	11.54	52,000	47,900	4,100		P.E. incl prepa
5					ROW								(Futu overl area revis to c Inte Stand
5					CONST (CODE)								ROW acces parki compl

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	11.54	52,000	47,900	4,100	
1	14	PROGRAM APPROVAL DATES			(16)–(23)	(24)–(33)	REMARKS	

Additional data, see Item I-10
Project No.

(

USCOM

S. ASHLAND INTCHGE.-CALIFORNIA ST. LINE SECTION

Project No. I-5-1(82)00

Existing Facility: 4-12' lanes A.C. pavement, variable 8' to 99' median, 10' shoulders and 6 structures

Adjacent Sections:

North End: 4-12' lanes P.C.C. pavement, 16' median and 10' shoulders.
South End: 4-12' lanes A.C. pavement.

Project Data: Preliminary engineering including P.S. & E. preparation and preliminary engineering by utility and railroad forces for future pavement overlay, expansion of Siskiyou Safety Rest Area, necessary revisions to roadway features and appurtenances to conform with Interstate safety standards and signing, including interchange numbering and motorist service signs. This project is being programed to include the remaining preliminary engineering work presently programed on Project No. I-5-1(13)00 which was previously authorized on September 25, 1958. Due to the lapse of time and age of the cost records, it is desirable to close Project No. I-5-1(13)00 and reprogram the remaining preliminary engineering work under a new project; however retaining the authorizations for the remaining work, including P.S. & E. preparation, previously given under Project No. I-5-1(13)00.

System Action, Airports, Water Developments, Historical and Recreation Areas: None involved.

Design Approvals: Design approvals previously given under Project No. I-5-1(13)00.

1972 104(b)5 estimate - $95,000

8472

RECEIVED
DEC 15 1972
FOR FILING

December 13, 1972
Salem, Oregon

Mr. J. H. Versteeg
Regional Engineer

DIVISION

You recently requested early consideration for an overlay on Interstate 5 from South Ashland to the California State Line. The overlay will be accomplished in the Safety project which is scheduled for the fourth quarter of 1977.

It would appear that there will not be funds available substantially sooner than that time and you should gear your maintenance accordingly.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
Frank Hall

8472 RECEIVED
DEC 11 1972
FOR FILING
FORM 2-30 (REV. 10-69)

Pac. S.

8

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December ~~4~~ 8, 1972

SUBJECT: Overlay - Safety Project
S. Ashland-California Line
I-5

To: Mr. E. S. Hunter
Asst. State Highway Engineer
SALEM

Transmitted are a series of pictures showing the deterioration of the asphaltic concrete pavement on this section of I-5. We have previously submitted an Authority for Survey for a safety and overlay project for this same section.

It will be necessary to do considerable heavy patching on this section in the next couple of years. Beyond that period of time, some spot overlay work may be necessary to hold this section together. This is a high priority project in this Region and we would like to have it programed for an early contract.

ORIGINAL SIGNED
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

RECEIVED
DEC 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JHV/cw
Encl.

cc A. E. Johnson
C. T. Keasey
R. N. Bothman
Victor D. Wolfe
George Thornton
Elliott Parker
B. E. Brown

Routing
✓ Keasey
✓ Bond
Walker
Johnson
RECEIVED
DEC 5 1972
CONSTRUCTION SECTION
E Pease
Glenn
Litchfield
Berg

12/8/72
Copies to
AE Johnson w/photos
ES Hunter
per CT Keasey
fw

12-8-72

Hall
Young
This one looks
bad in the pictures
when can we
schedule it?
ESH

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1972

SUBJECT: South Ashland-Wall Creek

To: Region III

Southbound lanes had variable width overlay 12"± base, 5"± oil mat, 3" P.M.B.B., 2" A.C. Northbound lanes as constructed 1966 had 14" base, 3" P.M.B.B., 4" A.C.

All lanes are showing heavy spalling and alligatoring. Much of the southbound has been patched by maintenance.

Northbound is heavily alligatored and broken for the entire length. Moreso in the slow lane.

The P.M.B.B. aggregates was from Dead Indian Quarry and the "B" mix was from DeYoung Bar on Bear Creek near Talent.

Asphalt content was 5.7% in base and 4.7% in the top lift which explains some of the spalling and alligatoring.

WILLIAM H. BEAL
Region III Materials Tech.

WHB:cc

ROSEBURG REGION
RECEIVED
NOV 10 1972
RE | RME | RCE | RUE | TE
FILE | A

S Ashland - well tk

3

OCT 12

SB M.P. 11.35

S Oshi Wall 'ck
SB mP 11.3
SB M.P. 11.35

S. Ashland - Wall Ck

5

OCT 72

SB M.P. 10.9 – 11.2

SB mP 11.3

SB M.P. 11.35

S. Ashland - Wall Cr-k

SB M.P. 10.5

SB M.P. 10.9 – 11.2

SB mP 11.3

SB M.P. 11.35

S. Oakland - Wolf Crk

7

SB MP 8.7 - 9.6

SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. Ashland - Wolf Crk

SB M.P. 8.1

SB MP 8.7 - 9.6

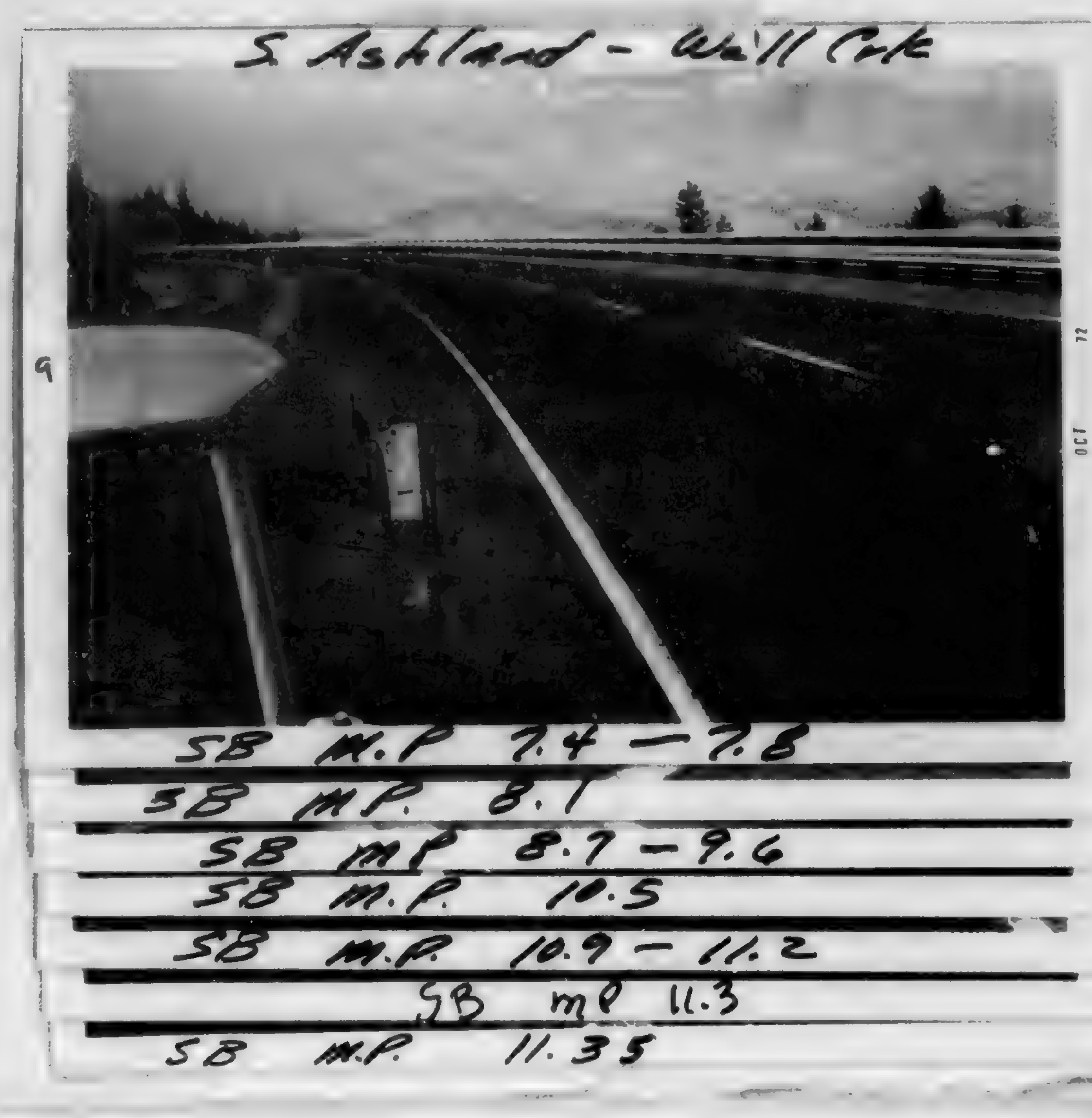
SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB mP 11.3

SB M.P. 11.35

S. Ashland - Neil Crk



SB M.P 7.4 - 7.8

SB M.P. 8.1

SB MP 8.7 - 9.6

SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. Ashland - Wall Crk

SB M.P. 7.4 - 7.8

SB M.P 7.4 - 7.8

SB M.P. 8.1

SB MP 8.7 - 9.6

SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S Ashland - Wall Ck

SB M.P. 7.4

SB M.P. 7.4 - 7.8

SB M.P 7.4 - 7.8

SB M.P. 8.1

SB MP 8.7 - 9.6

SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. Ashland - Wall Crk

NB M.P. 11.4

SB M.P. 7.4

SB M.P. 7.4 - 7.8

SB M.P. 7.4 - 7.8

SB M.P. 8.1

SB M.P. 8.7 - 9.6

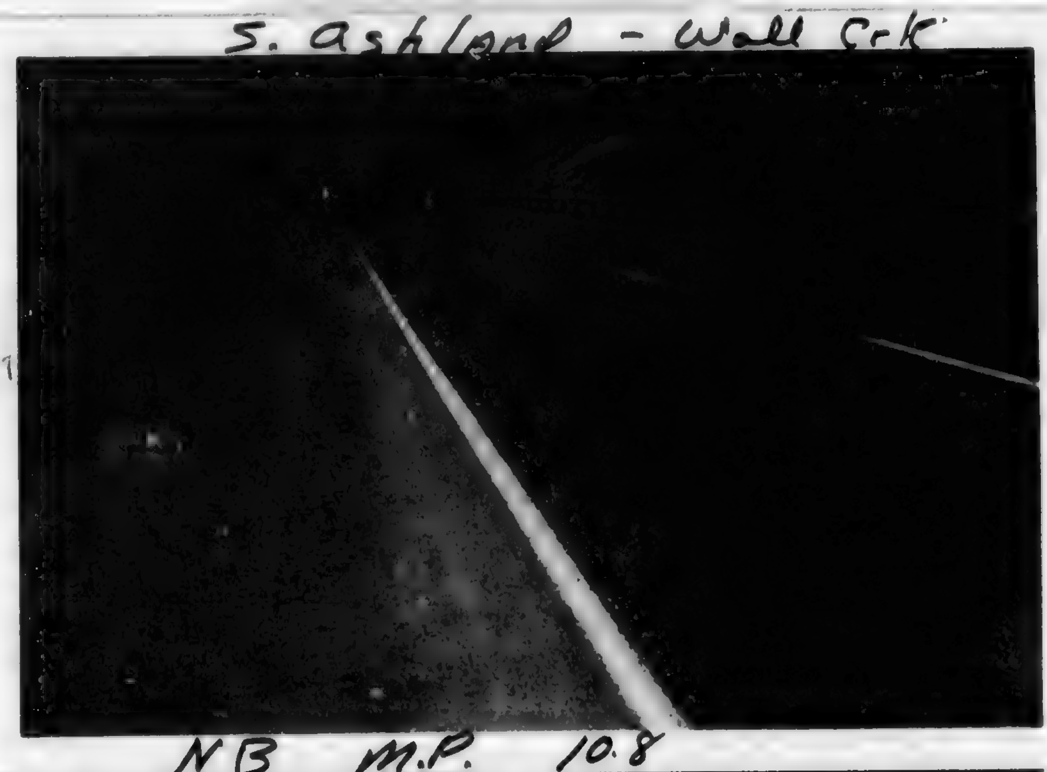
SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. ashland - Wall Crk



NB M.P. 10.8
NB M.P. 11.4
SB M.P. 7.4
SB M.P. 7.4 - 7.8
SB M.P 7.4 - 7.8
SB M.P. 8.1
SB MP 8.7 - 9.6
SB M.P. 10.5
SB M.P. 10.9 - 11.2
SB MP 11.3
SB M.P. 11.35

S. Ashland - Wall Cr k

NB MP 10.0 - 11.5

NB M.P. 10.8

NB M.P. 11.4

SB M.P. 7.4

SB M.P. 7.4 - 7.8

SB M.P 7.4 - 7.8

SB M.P. 8.1

SB MP 8.7 - 9.6

SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

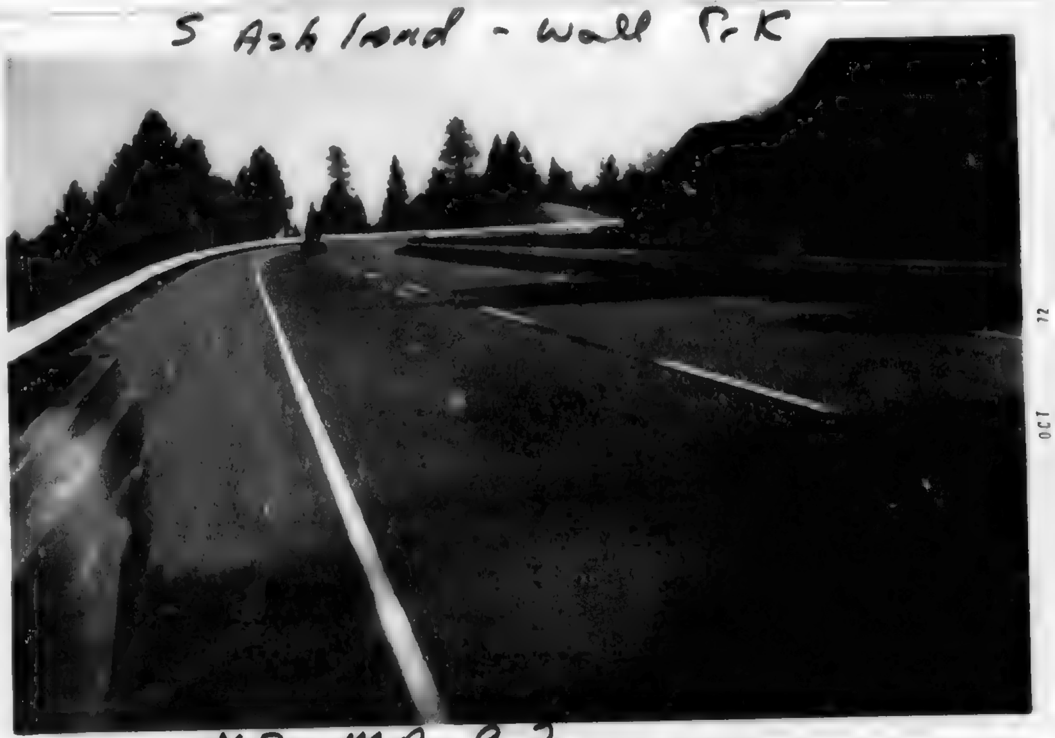
SB M.P. 11.35

S. Ashland - Wall Crk

NB MP 9.4
NB MP 10.0 - 10.5
NB M.P. 10.8
NB M.P. 11.4
SB M.P. 7.4
SB M.P. 7.4 - 7.8
SB M.P 7.4 - 7.8
SB M.P. 8.1
SB MP 8.7 - 9.6
SB M.P. 10.5
SB M.P. 10.9 - 11.2
SB MP 11.3
SB M.P. 11.35

S Ashland - Wall Crk

14



OCT 72

NB MP 9.2

NB MP 9.4

NB MP 10.0 - 10.5

NB M.P. 10.8

NB M.P. 11.4

SB M.P. 7.4

SB M.P. 7.4 - 7.8

SB M.P 7.4 - 7.8

SB M.P. 8.1

SB MP 8.7 - 9.6

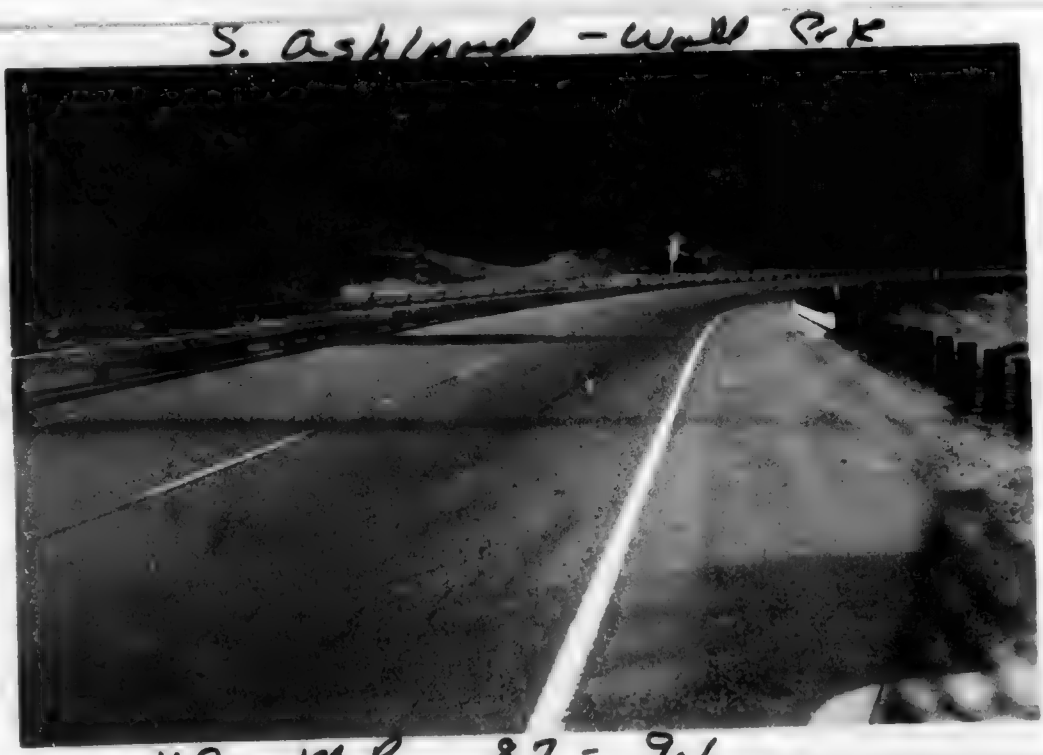
SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. Ashland - Wall Crk



OCT 72

NB M.P. 8.7 - 9.1

NB MP 9.2

NB MP 9.4

NB MP 10.0 - 10.5

NB M.P. 10.8

NB M.P. 11.4

SB M.P. 7.4

SB M.P. 7.4 - 7.8

SB M.P 7.4 - 7.8

SB MP. 8.1

SB MP 8.7 - 9.6

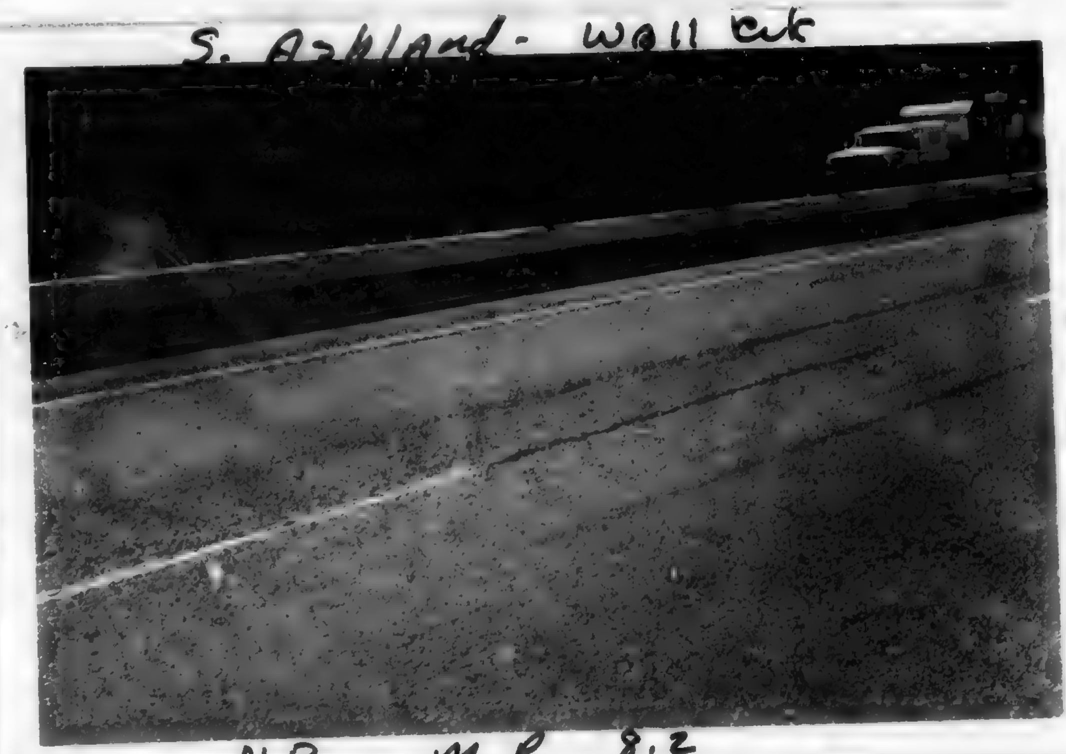
SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. Ashland - Wall ck



NB M.P. 8.2
NB M.P. 8.7 - 9.1
NB MP 9.2
NB MP 9.4
NB MP 10.0 - 10.5
NB M.P. 10.8
NB M.P. 11.4
SB M.P. 7.4
SB M.P. 7.4 - 7.8
SB M.P 7.4 - 7.8
SB MP. 8.1
SB MP 8.7 - 9.6
SB M.P. 10.5
SB M.P. 10.9 - 11.2
SB mP 11.3
SB M.P. 11.35

S. R36 - WALL OK

NB M.P 8.0

NB M.P. 8.2

NB M.P. 8.7 - 9.1

NB MP 9.2

NB MP 9.4

NB MP 10.0 - 10.5

NB M.P. 10.8

NB M.P. 11.4

SB M.P. 7.4

SB M.P. 7.4 - 7.8

SB M.P 7.4 - 7.8

SB MP. 8.1

SB MP 8.7 - 9.6

SB M.P. 10.5

SB M.P. 10.9 - 11.2

SB MP 11.3

SB M.P. 11.35

S. Ashland - Wall Crk - [illegible]

NB mP 7.05 - 7.3
NB M.P 8.0
NB M.P. 8.2
NB M.P. 8.7 - 9.1
NB MP 9.2
NB MP 9.4
NB MP 10.0 - 10.5
NB M.P. 10.8
NB M.P. 11.4
SB M.P. 7.4
SB M.P. 7.4 - 7.8
SB M.P 7.4 - 7.8
SB M.P. 8.1
SB MP 8.7 - 9.6
SB M.P. 10.5
SB M.P. 10.9 - 11.2
SB mP 11.3
SB M.P. 11.35

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1972

SUBJECT: Siskiyou Station-California Line

To: Region III

The grading was from Siskiyou Summit to California. 15½" base rock 3" P.M.B.B. at 4% then raised to 5% 3½" A.C. 6.0% and 5.3%.

This aggregate came from the Miller Quarry between the old highway and the freeway.

The asphalt is holding up quite well but appears very dry and spalling. Some areas are cracked and broken.

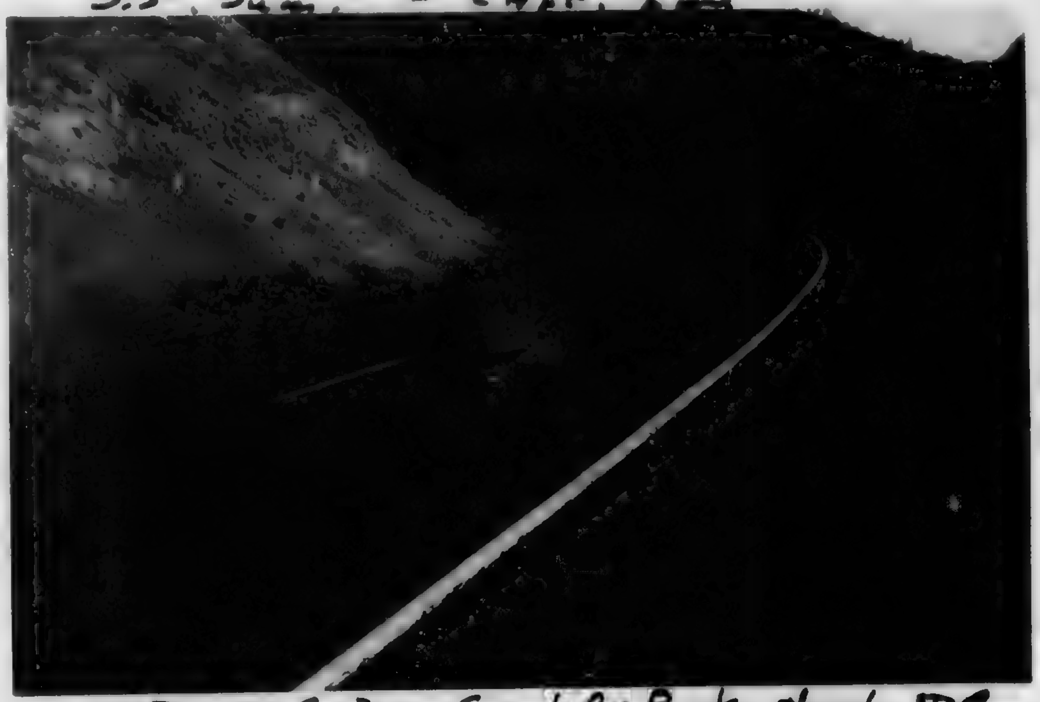
WILLIAM H. Beal
Region III Materials Tech.

WHB:cc
cc: Construction
Lab
Region

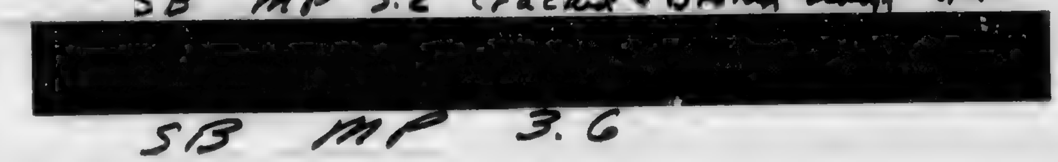
S:S Sum - Coly

SB MP 3.6

S:3 , Sum. - Calf. [illegible]



SB MP 3.2 Cracked + Broken through ITOP

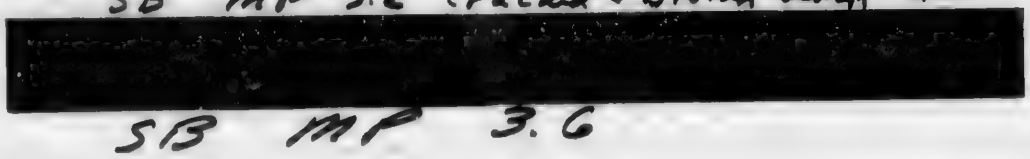


SB MP 3.6

S:3. Sum. - Calif !

SB MP 2.3

SB MP 3.2 Cracked + Broken through MP



SB MP 3.6

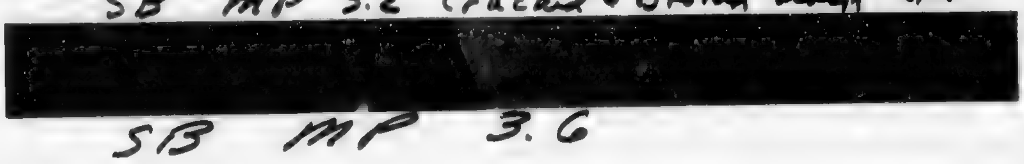
S:S Sun - CALif 1

3

SB MP 1.9

SB MP 2.3

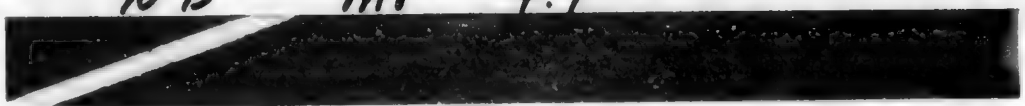
SB MP 3.2 Cracked + Broken through top



SB MP 3.6

3.5 Sum - Cal. Y

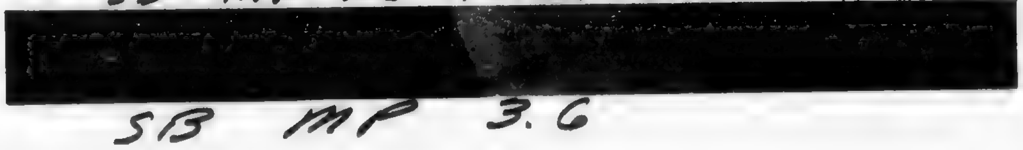
NB MP 4.9



SB MP 1.9

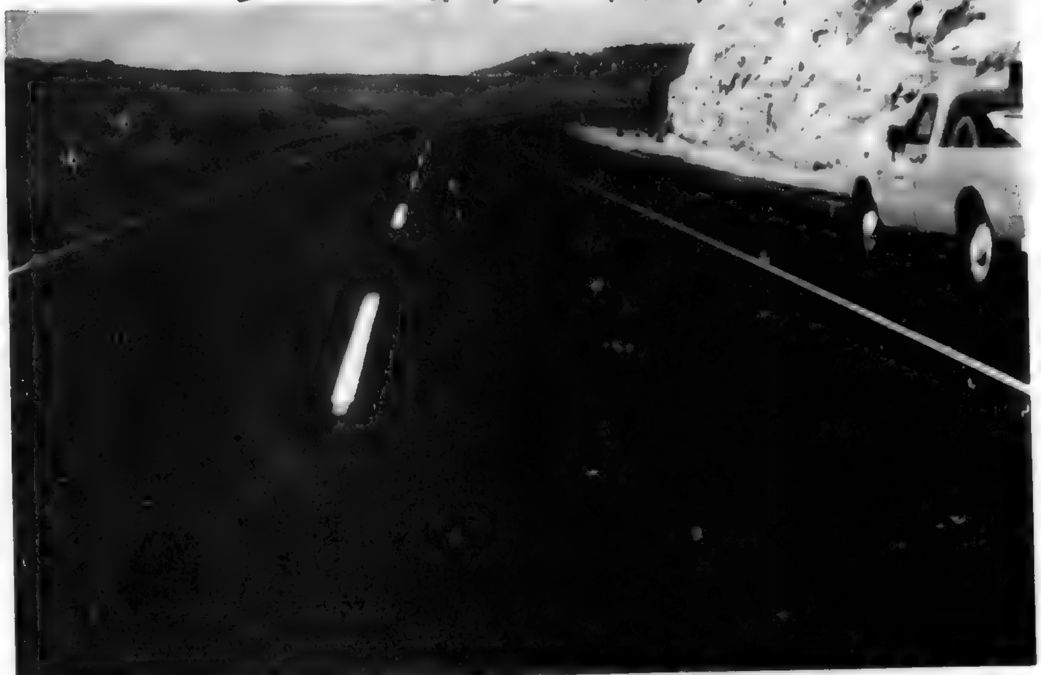
SB MP 2.3

SB MP 3.2 Cracked + Broken through top



SB MP 3.6

S.S Sum- Calif



OCT 72

NB mP 2.9 — 32

NB MP 4.9

SB MP 1.9

SB MP 2.3

SB MP 3.2 Cracked + Broken through TOP

SB MP 3.6

S:3 Sunny - Calif

NB mP 2.6

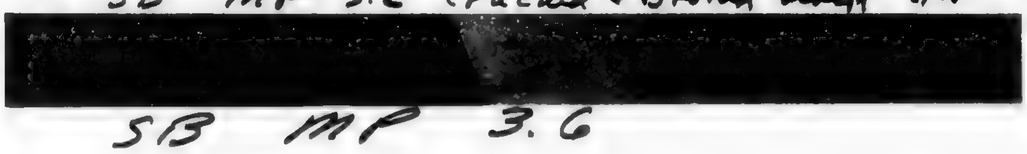
NB mP 2.9 — 3.2

NB mP 4.9

SB mP 1.9

SB mP 2.3

SB mP 3.2 Cracked + Broken through mP



SB mP 3.6

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 11, 1972

To: Region III

SUBJECT: Wall Creek-Siskiyou Summit

This section had areas of heavy spalling and longitudinal cracks at the meet line.

Some areas are alligatored and broken.

Aggregates for the job came from the Summit Quarry.

The grading was broken into one more section (Wall Creek-Siskiyou Station, Siskiyou Station-Siskiyou Summit). Paving was from Wall Creek to Siskiyou Summit and material was from the Sunnit Quarry.

Wall Creek-Siskiyou Station had 10½" base, 3" P.M.B.B., 3½" A.C. 5.7% plus 5.0% asphalt. Material looks very dry now and spalling.

Siskiyou Station to Siskiyou Summit 12½" base rock.

WILLIAM H. BEAL
Region III Materials Tech.

WHB:cc

Wall Cut Sig Show

SB M.P. 7.1

Wolf Crk - Sis Sum

SB M.P. 7.1

SB M.P. 7.1

Wall Cut - Soil Survey

OCT 72

SB M.P. 5.7

SB M.P. 7.1

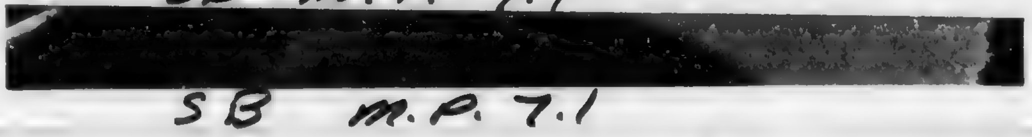
SB M.P. 7.1

Wall Crk - Sis Sum

SB M.P. 5.4

SB M.P. 5.7

SB M.P. 7.1



SB M.P. 7.1

Wall Cut - Six Sun

SB M.P. 5.2 — 5.3

SB M.P. 5.4

SB M.P. 5.7

SB M.P. 7.1

SB M.P. 7.1

Wall Ck - Si Sum

SB MP 4.3 — 4.7

SB M.P. 5.2 — 5.3

SB M.P. 5.4

SB M.P. 5.7

SB M.P. 7.1

SB M.P. 7.1

Wall Crk - Sis Summit

SB M.P. 4.3 — 4.7

SB MP 4.3 — 4.7

SB M.P. 5.2 — 5.3

SB M.P. 5.4

SB M.P. 5.7

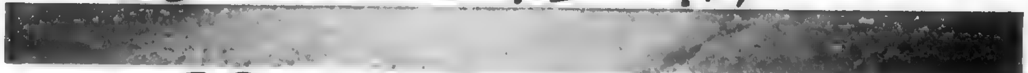
SB M.P. 7.1

SB M.P. 7.1

Wall Crk - Sis Sum

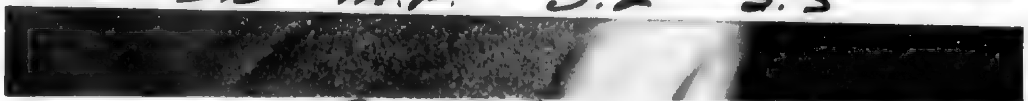
NB MP 6.8

SB M.P. 4.3 — 4.7



SB MP 4.3 — 4.7

SB M.P. 5.2 — 5.3



SB M.P. 5.4

SB M.P. 5.7

SB M.P. 7.1

SB M.P. 7.1

Wall Crk. S.B. Span

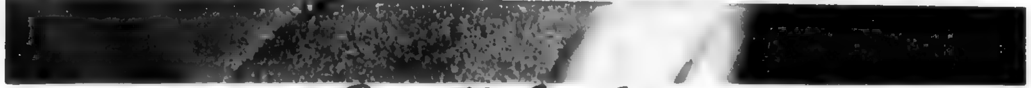
N B MP 6.4

N B MP 6.8

SB M.P. 4.3 — 4.7

SB MP 4.3 — 4.7

SB M.P. 5.2 — 5.3



SB M.P. 5.4

SB M.P. 5.7

SB M.P. 7.1

SB M.P. 7.1

8473 Sweet Home W.C.L.-9th Ave. 1977
Sec. of the Santiam Hwy.
(Grade,pave,sign,signals & landsc)

C & A 5752- 9-7-76

#8473

December 23, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

CON 3
#8473

Gentlemen:

A post-final payment for $7,500 will be made to Wildish-Corvallis Construction Company on Contract No. 8473 for work on the Sweet Home West City Limits-9th Avenue Section of the Santiam Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $904,682.13 including the post-final payment. Of the total $28,491.13 is for force account.

Sincerely,

Robert W. Gormsen
CONSTRUCTION SERVICES

cc Wildish-Corvallis Construction Co.
P.O. Box 987
Corvallis, OR 97330

bc C. T. Kaasey
Walt Hart
C. O. Fredrickson

8473.

CC 5-22-8
Coulter

To Sollis
5-22-80 4:07 P.M
for appropriate
action
Fr

In the Circuit Court of the State of Oregon

for the County of Multnomah

WILDISH CORVALLIS CONSTRUCTION
CO., an Oregon corporation,

Plaintiff

vs.

HIGHWAY DIVISION OF THE
DEPARTMENT OF TRANSPORTATION
OF THE STATE OF OREGON,

Defendant

A8005-02854
No.

SUMMONS

To Fred B. Klaboe
Director of Department of Transportation
135 Transportation Building
Salem, Oregon 97310
Defendant.

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

MILLER, NASH, YERKE, WIENER & HAGER

Bruce A. Rubin
SIGNATURE OF OREGON RESIDENT ATTORNEY

Bruce A. Rubin
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Bruce A Rubin
ATTORNEY OF RECORD FOR PLAINTIFF(S)
Bruce A. Rubin

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

MILLER, NASH, YERKE, WIENER & HAGER
Bruce A. Rubin
900 S. W. Fifth Avenue
Portland, Oregon 97204
Telephone: (503) 224-5858
NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

Bruce A. Rubin
ATTORNEY(S) FOR PLAINTIFF(S)
Bruce A. Rubin

NOTED
F. B. KLABOE

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

WILDISH CORVALLIS CONSTRUCTION CO., an Oregon corporation, Plaintiff, v. HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF OREGON, Defendant.	)	No. A8005-02854 COMPLAINT AT LAW - BREACH OF CONTRACT

I

At all material times, plaintiff has been and now is an Oregon corporation authorized to do business in Oregon.

II

On or about February 1, 1977, plaintiff and defendant entered into a contract (State Highway Division Contract No. 8473) in which plaintiff agreed to perform construction work on the Santiam Highway in Sweet Home, Oregon, for the amounts specified in the contract.

III

Plaintiff has performed all of its obligations under the contract.

IV

Defendant has breached the contract and caused plaintiff damages as more particularly described herein:

I hereby certify that this document is a full, true and correct copy of the original of the said document.

Bruce A Rubin

Of Miller, Nash, Yerke, Wiener & Hager

1. Extra fill work was required in connection with construction of a driveway at station 1468 and 48 right. The driveway was not described on the original plans for the construction project. Plaintiff suffered damages in the amount of $881.01.

2. Extra labor and materials were required to reach optimum moisture content for compaction and dust control on the project, to plaintiff's damage in the amount of $450.

3. Rip rap material was placed on the project by plaintiff that has not been paid for by defendant, to plaintiff's damage in the amount of $300.

4. Shaping, trimming and finishing of graded road beds, ditches, slopes, and other surface areas of the roadway were required, to plaintiff's damage in the amount of $10,611.62.

5. Defendant delayed the project in failing to timely stake the grades necessary before plaintiff could employ its scrapers on the project, to plaintiff's damage in the amount of $1,100.

6. Delays prevented timely backfilling of storm sewers by plaintiff, to plaintiff's damage in the amount of $5,248.26.

7. Interference with gas lines prevented plaintiff from using its scrapers efficiently and required plaintiff to employ a loader and three trucks to finish excavation, resulting in delay damages in the amount of $1,464.

8. Additional rock was required to properly fill the area at STA 1470 to 75 Westbound, to plaintiff's damages in the amount of $2,633.77.

9. Additional work was required to correct deficiencies at the Osage Street box culvert, in the amount of $6,243.39.

WHEREFORE, plaintiff demands judgment in the amount of $28,932.05, interest thereon as allowed by law, and its costs and disbursements incurred herein.

MILLER, NASH, YERKE, WIENER & HAGER

John R. Bakkensen - Trial Attorney
Oregon State Bar No. 69008

Bruce A. Rubin
Oregon State Bar No. 76318
900 S. W. Fifth Avenue
Portland, Oregon 97204
Telephone: (503) 224-5858

Attorneys for Plaintiff

8473

☆U OVERNMENT PRINTING OFFICE: 1974 — 732 -

STATE COPY 3

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-22-80

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 2-22-80	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. F-21(1)
COMPLETION DATE 6/7/78	ACCEPTANCE DATE BY CONTRACT AGENCY 12/11/79	TIME ELAPSED A)459=235% B)467=194% %	CONTRACT TIME A) 225 CD B) 260 CD
APPROVED EXTENSIONS A) 234 CD B) 198 CD	LOCATION South Santiam Highway within the city limits of Sweet Home, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SWEET HOME W.C.L. - 9th STREET
SANTIAM HIGHWAY
Grading, Paving, Signal & Landscaping

This project provided for upgrading of a two-lane facility to four lanes with a turning median lane and parking lanes. (84' curbed section). Work included signing, signal, installation, landscaping and the construction of a sound wall.

The time extensions granted on this project were primarily additional time for extra work orders which were non-participating with Federal-aid funds. The final cost of the project overran the original estimate by approximately 8-1/2%. This was the accumulative effect of several small overruns.

A final inspection of the completed project was made August 4, 1978. The deficiencies noted during that inspection have been corrected. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	C/R	Sign	Act	File

2-28
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2-26-80	TITLE Field Operations Engineer	DATE 2-26-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8473

☆U OVERNMENT PRINTING OFFICE: 1974 — 732

STATE COPY B

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-22-80

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 2-22-80	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. F-21(1)
COMPLETION DATE 6/7/78	ACCEPTANCE DATE BY CONTRACT AGENCY 12/11/79	TIME ELAPSED A) 459=235% B) 467=194% %	CONTRACT TIME A) 225 CD B) 260 CD
APPROVED EXTENSIONS A) 234 CD B) 198 CD	LOCATION South Santiam Highway within the city limits of Sweet Home, Oregon		

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*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

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SANTIAM HIGHWAY
Grading, Paving, Signal & Landscaping

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A final inspection of the completed project was made August 4, 1978. The deficiencies noted during that inspection have been corrected. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO Keasey
FOR

Info	Inves	R/D	C/R	Sign	Act	File

2-28
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2-26-80	TITLE Field Operations Engineer	DATE 2-26-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8473

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1979

In Reply Refer to
File No.:

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish-Corvallis Construction Co.
Contract 8473

Gentlemen:

This contract has been finalled with the contractor. Securities on Safekeeping Receipt No. 155392 posted in lieu of retainage are hereby released.

Please notify this office of the disposition of these securities.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

[illegible]
C. W. HEAD

cc: Wildish-Corvallis Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122

8473

8

March 14, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $10,470 will be made to Wildish-Corvallis Construction Co. on Contract No. 8473 for work on the Sweet Home West City Limits-9th Avenue Section of the Santiam Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $897,182.13 including the post-final payment. Of the total, $28,491.15 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish-Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8473

2

March 6, 1979

Wildish-Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

Time Extension
Sweet Home W.C.L.-9th Avenue
Linn County
Contract No. 8473
FAP No. F-21(1)

Gentlemen:

Your request for an increase in calendar days for phases (a) and (b) on the above project has been given careful review. A 70 calendar day extension for phase (a) and a 34 calendar day extension for phase (b) is hereby granted.

Work performed under Extra Work Order 8 was the reason for granting time under phase (a). Phase (b) time was granted for extra work performed and in consideration of the time when the work was substantially complete. No additional time was granted for weather, as it is not considered unpredictable for the period shown.

All liquidated damages under phase (a) will be eliminated. There will remain nine days liquidated damages under phase (b).

Sincerely,

H. S. Coulter
State Highway Engineer

~~Attachment~~
OBJ:DA:fr HSC:cm

bc: FHWA
C. T. Keasey
Robert Church
C. O. Fredrickson
Keats Oliver
Richard Hacek

[illegible] (Rev. [illegible])

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1979
KEATS OLIVER
RES. ENGR.

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 17, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * days to ** days, within which to complete our Contract No. 8473, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

```
          *            **
Part a. 389 days to 571
Part b. 424 days to 524
```

Respectfully submitted,

WILDISH CORVALLIS CONSTRUCTION CO.
Contractor

By M W Wildish

CONSENT OF SURETY

Date January 17, 1979

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darwin K. Peerson
Attorney-in-fact

(SEAL)

Darwin K. Peerson
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8473 Contractor Wildish Corvallis Const. Co.

Highway Santiam

Section Sweet Home W.C.L.-9th Ave

Kind of Work grade, pave, sign, signal, & landscape

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A 70 calendar day extension is granted for phase (a) for delays due to extra work. A 34 calendar day extension is granted for phase (b) due to extra work and in consideration of the time when the work was substantially complete.

Recommended for Approval:

Robert E. Royer
Regional Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8473
Project designation State-Federal	Federal
Date awarded	Feb. 1, 1977
Work started	Feb. 22, 1977
Per cent completed	100% 6/7/78 Date
No. of Workdays Allowed	a 389 b 424
No. of Workdays Used	a 459 b 467
No. of Added Workdays Requested	a 70 b 43

SP*67885-734

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

DARWIN K. ALLISON of EUGENE, OREGON-------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP----------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 10th day of February 19 78.

UNITED PACIFIC INSURANCE COMPANY

Wm. J. Cotter

Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 10th day of February, 19 78 personally appeared WM. J. COTTER

, to me known to be the Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires:

January 15, 19 82

Suzanne M. Halsey

Notary Public in and for State of Washington

Residing at Tacoma

I, Gerald C. Lyon, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 17th day of January 19 79.

Gerald C. Lyon

Assistant Secretary

BDU-1431 ED.2-72

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8473

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 2, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Sweet Home W.C.L.-9th Avenue
Linn County
Contract No. 8473

Wildish-Corvallis Construction Company, contractor on the above project, has requested a time extension of 182 calendar days for phase (a) and 100 calendar days for phase (b) of the project.

Pertinent contract time data are as follows:

Calendar day count began	2-14-77	
Work started	2-22-77	
Calendar days specified	a) 225	b) 260
Time extension (4-12-78)	a) 164	b) 164
Revised calendar days	a) 389	b) 424
Expiration of calendar days	a) 3-21-78	b) 4-25-78
Completion dates	a) 5-30-78	b) 6- 7-78
Excess days used	a) 70	b) 43

(Phase (a) is for all work except topsoil and landscaping; phase (b) is for all work)

RECEIVED
STATE HWY ENGR
MAR -6'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Reasons for the contractor's request for phase (a) are extra work (172 days) and holiday periods (10 days). Reasons for phase (b) include holiday periods (10 days) and adverse weather (90 days).

The contractor had completed all contract work required under phase (a) before the allowable time had expired. The only remaining work involved construction of a retaining wall and railing, performed under Extra Work Order 8. The work, performed in a timely manner, was delayed awaiting delivery of required materials. The contractor should be granted the 70 calendar days which phase (a) overran due to the extra work performed.

The contractor has asked for 10 days for time charged during holiday periods under phase (b). There is no allowance made for holidays under a calendar day count and no time should be granted.

Adverse weather is claimed to have delayed phase (b) work 90 days. The contractor has shown this time during the months of December 1977 through May 1978. During this time period rainy, wet conditions would not be unpredictable. As reasonably predictable weather conditions are ordinarily not grounds for an adjustment of time, no additional time for weather is recommended.

The work under phase (b) was substantially complete May 4, 1978. Only some incidental corrective work and a small amount of extra work needed to be performed. The contractor should be granted the time after May 4, 1978 or 34 calendar days.

It is recommended a time extension of 70 calendar days be granted for phase (a) and 34 calendar days for phase (b). This will eliminate all liquidated damages charged under phase (a). There will remain nine days liquidated damages charged under phase (b).

Consideration was given to this second request although it was received after the allowable time for adjustment of contract time. Part of the reasons for the extension were considered under the original request but only an estimate of the lost time could be made, as the work had not been completed. Hence this second request is deemed to be a refinement of the first time extension request.

FHWA approval will not be required. As the time granted under phase (a) was due to Extra Work Order 8 which was nonparticipating, this time would also be considered nonparticipating. The phase (b) time extension will be participating.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Robert Church
C. O. Fredrickson
Keats Oliver
FHWA

8473

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 31, 1979

FILE: CON 5 #8473

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Sweet Home-W.C.L.-9th Ave.
FAP No. F-21(1)
Contract No. 8473
Recomputed Price Adjustment
For Non-Spec. Class "B" & "C"
A.C. Mixtures

The price adjustment for non-spec. Class "B" and "C" A.C. Mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #4	Recomputed Amount
#16 - Class "B" & "C" A.C. Mixtures	$2,354.44	$2,521.25

The difference in amount is $166.81. The amount to be credited to the project on a nonparticipating basis is $83.40. Price Agreement No. 4 has been returned by the contractor unsigned.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
Keats Oliver
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8473

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 29, 1979

HWY ENGR
JAN 30 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

Linn County BOC
PO Box 100
Albany, OR 97321

Dear Commissioners:

As a part of the Sweet Home WCL-9th Street Section of the Santiam Highway project, the State entered into an agreement with the city of Sweet Home which provided certain things be done by the State on Maple Street.

Maple was barricaded at the easterly property line of the trailer court property and closed at the entrance to Santiam Highway. Access to the highway was provided for three properties on Maple anticipating City would abandon the street and State provide the necessary permits for the three road approaches.

We now find that jurisdiction of Maple is under County, not City. From information I have received, County cannot abandon Maple until the property owners have access from their property.

It appears the only change in our original plan is jurisdiction of Maple Street. State has provided physical access to the properties and will complete the paper work once the properties abut the Highway right of way.

With this commitment on our part to provide access, we respectfully request the County to take appropriate action and transfer jurisdiction of that portion of Maple Street lying easterly of the east property line of the trailer court to the connection to the Santiam Highway, to the Highway Division.

I have enclosed a copy of our agreement with the City for your information. This contains a plan showing the portion of concern on Maple street. If you have questions or require additional information, please call me at 378-2626.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION II ENGINEER

COF:POS/rgl
cc: H.S. Coulter
J.B. Boyd
H.C. Johnson

8473

8

January 26, 1979

Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

Attention: Norman E. Wildish
Vice President

Gentlemen:

This office notifies a contractor's surety when a contract is completed, accepted and if labor or material claims have been filed in this office. Our letter of January 15, 1979, to your surety was informing them that no claims have been filed in this office against the bond in reference to Contract No. 8473.

Attached are Excerpts From Oregon Revised Statutes Relating to Public Contracts; Bonds; Actions on Bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachment

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc Keats Oliver

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 987
CORVALLIS, OREGON 97330
(503) 753-7388

January 22, 1979

Department of Transportation
Transportation Building
Salem, OR 97310

ATTN: C. W. Head
Commission Services

Re: Sweet Home West City Limits - 9th Avenue Section of the
Santiam Highway in Linn County
Your Contract No. 8473

Gentlemen:

Please be advised that, contrary to your letter of January 15, 1979 addressed to our surety, we have instituted claims procedures for labor and materials on the above project. The Resident Engineer, Keats Oliver, is aware of these claims and we are currently negotiating with him and the D.O.T. to resolve them.

Very truly yours,

Norman E. Wildish
Vice President

NEW:CRS:cb

CC: Keats Oliver

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

RECEIVED
JAN 24 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

HEADQUARTERS OFFICE: 4885 N. E. HIGHWAY 20, CORVALLIS, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.

January 16, 1979

WILDISH CORVALLIS
REC'D ON
1-17-79
SAND & GRAVEL CO.

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 15, 1979, we wrote to you concerning release of final payment on Contract No. 8473 awarded to Wildish-Corvallis Construction Co. for work on the Sweet Home West City Limits-9th Avenue Section of the Santiam Highway in Linn County.

The total contract amount is $886,712.13 including $28,491.15 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish-Corvallis Construction Co. ✓
P. O. Box 987
Corvallis, OR 97330

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.

January 15, 1979

WILDISH CORVALLIS
REC'D ON
1-16-79
SAND & GRAVEL CO.

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8473 awarded to Wildish-Corvallis Construction Co. for work on the Sweet Home West City Limits-9th Avenue Section of the Santiam Highway in Linn County was completed on June 7, 1978, and accepted by the State Highway Engineer on January 11, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 22, 1979.

No claims for labor or material have been filed with us [redacted] ✓

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish-Corvallis Construction Co. ✓
P. O. Box 987
Corvallis, OR 97330

FORM 731-0027

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

78-79

PAYEE	VOUCHER DATE	TOTAL AMOUNT
Wildish-Corvallis Construction Co. P.O. Box 987 Corvallis, OR 97330	1/11/79	$ -1,964.55

CONTRACT NO.	ESTIMATE NO.	APPROVED
8473	16 F	
PERIOD COVERED: to 6/7/78		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM, THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec. 109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-78)

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 125796

ORM 81-734-1150

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-12-79	CA 5154	

CREDIT DISTRIBUTION

Gr1	022-1066-201P-41	2,294.99	Cr
Gr1	022-1066-201N-41	330.44	Dr

NEW: WILDCON

Wildish-Corvallis Const. Co.
P.O. Box 987
Corvallis, OR 97330

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Estimate #16 final, contract 8473, Sweet Home WCL-9th Ave., Amount due from contractor.			
Final quantity adjustment amount due from Wildish-Corvallis Const. Co.			$1,964.55
Final Billing			

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1400

HIGHWAY DIVISION INVOICE

NO. 125796

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-12-79	CA 5154	

CREDIT DISTRIBUTION

Grl	022-1066-201P-41	2,294.99	Cr
Grl	022-1066-201N-41	330.44	Dr

NEW: WILDC0N

Wildish-Corvallis Const. Co.
P.O. Box 987
Corvallis, OR 97330

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Estimate #16 final, contract 8473, Sweet Home WCL-9th Ave., Amount due from contractor.			
Final quantity adjustment amount due from Wildish-Corvallis Const. Co.			$1,964.55
Final Billing			

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OBERT W. STRAUB
GOVERNOR

Wildish Corvallis Construction Co.

Subject: Contract 8473
Adjustments on Final Estimate

Estimate No. 16 Final on the above letter results in a credit balance; therefore, we enclose our Highway Division invoice for $ 1,964.59

Please attach your remittance to the original copy of the contract payment voucher after it is signed.

Immediately following the receipt of your check and the signed contract payment voucher, we will release any securities deposited in lieu of retainage.

V. E. Skoog, Controller

by James J. Kinns
James J. Kinns
Contract Payments Executive

JJK:

Attachments

CT PAYMENT VOUCHER

STATE HIGHWAY DIVISION

7-70)

LINN		8473	16
HIGHWAY SANTIAM		FEDERAL AID PROJECT NO. F 0021001	
SECTION SWEET HOME WCL-9TH AVE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
NISHING FIELD LABORATORY	EACH	2000.0000	1.000	2000.00	2000.00	
BILIZATION	LUMP SUM	55000.0000	100.000	55000.00	55000.00	
PORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	7000.0000	100.000	7000.00	7000.00	
PORARY SIGNS	SQ FT	10.0000	808.600	8086.00	8085.00	1.00
PORARY BARRICADES	EACH	100.0000	10.000	1000.00	1000.00	
GMEN	HOUR	18.0000	1.801.000	32418.00	32418.00	
EARING AND GRUBBING	LUMP SUM	5765.0000	100.000	5765.00	5765.00	
OVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
ERAL EXCAVATION	CU YD	3.5500	27.428.300	97370.47	97372.24	1.77-
ENCH EXCAVATION	CU YD	10.3000	2,176.840	22421.45	22437.21	15.76-
NISHING AND PLACING TOPSOIL PA 2	CU YD	6.0000	987.200	5923.20	5911.80	11.40
REGATE SHOULDERS	TON	5.0000	4.335.910	21679.55	21679.75	.20-
SS B OR CL C ASPHALT CONCRETE MIX	TON	11.0000	25,800.170	283801.87	283801.87	
PHALT CEMENT IN MIXTURE	TON	75.0000	1.559.720	116979.00	116979.00	
PHALT IN TACK COAT	TON	200.0000	10.550	2110.00	2110.00	
CRETE IN BOX CULVERT AND WALL	CU YD	157.0000	62.480	9809.36	9809.36	
CRETE FLOOR LINER	SQ FT	1.5000	216.160	324.24	324.24	
INFORCEMENT IN BOX CULVERT	POUND	.3000	8.072.000	2421.60	2421.60	
OD SOUND WALL	LIN FT	24.5000	269.000	6590.50	6590.50	
INCH CULVERT PIPE	LIN FT	7.0000	147.000	1029.00	1029.00	
-INCH CULVERT PIPE	LIN FT	8.0000	52.000	416.00	416.00	
-INCH CULVERT PIPE	LIN FT	18.0000	49.000	882.00	882.00	
-INCH SEWER PIPE	LIN FT	7.6000	1.725.000	13110.00	13087.20	22.80
-INCH SEWER PIPE	LIN FT	8.7500	288.000	2520.00	2520.00	
-INCH SEWER PIPE	LIN FT	12.5000	158.000	1975.00	1968.75	6.25
-INCH SEWER PIPE	LIN FT	16.5000	203.000	3349.50	3341.25	8.25
-INCH SEWER PIPE	LIN FT	22.5000	431.000	9697.50	9675.00	22.50
NCRETE MANHOLES	EACH	700.0000	9.000	6300.00	6300.00	
NCRETE INLETS, TYPE G-1	EACH	400.0000	3.000	1200.00	1200.00	
NCRETE INLETS TYPE CG-1	EACH	425.0000	18.000	7650.00	7650.00	
INCH DRAIN PIPE	LIN FT	6.0000	444.000	2664.00	2664.00	
1 79 PG. 01 8473	TOTAL CONTRACT ITEMS					
NO.	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

LINN 8473 16

HIGHWAY
SANTIAM

FEDERAL AID PROJECT NO.
F 0021001

SECTION
SWEET HOME WCL-9TH AVE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	IP FURNISHING FIELD LABORATORY	EACH	2000.0000	1.000	2000.00	2000.00
002	IP MOBILIZATION	LUMP SUM	55000.0000	100.000	55000.00	55000.00
003	IP TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	7000.0000	100.000	7000.00	7000.00
004	IP TEMPORARY SIGNS	SQ FT	10.0000	808.600	8086.00	8085.00
005	IP TEMPORARY BARRICADES	EACH	100.0000	10.000	1000.00	1000.00
007	IP FLAGMEN	HOUR	18.0000	1,801.000	32418.00	32418.00
008	IP CLEARING AND GRUBBING	LUMP SUM	5765.0000	100.000	5765.00	5765.00
009	IP REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	6000.0000	100.000	6000.00	6000.00
011	IP GENERAL EXCAVATION	CU YD	3.5500	27,428.300	97370.47	97372.24
012	IP TRENCH EXCAVATION	CU YD	10.3000	2,176.840	22421.45	22437.21
013	IP FURNISHING AND PLACING TOPSOIL PA 2	CU YD	6.0000	987.200	5923.20	5911.80
015	IP AGGREGATE SHOULDERS	TON	5.0000	4,335.910	21679.55	21679.75
016	IP CLASS B OR CL C ASPHALT CONCRETE MIX	TON	11.0000	25,800.170	283801.87	283801.87
017	IP ASPHALT CEMENT IN MIXTURE	TON	75.0000	1,559.720	116979.00	116979.00
018	IP ASPHALT IN TACK COAT	TON	200.0000	10.550	2110.00	2110.00
019	IP CONCRETE IN BOX CULVERT AND WALL	CU YD	157.0000	62.480	9809.36	9809.36
020	IP CONCRETE FLOOR LINER	SQ FT	1.5000	216.160	324.24	324.24
021	IP REINFORCEMENT IN BOX CULVERT	POUND	.3000	8,072.000	2421.60	2421.60
022	IP WOOD SOUND WALL	LIN FT	24.5000	269.000	6590.50	6590.50
023	IP 8-INCH CULVERT PIPE	LIN FT	7.0000	147.000	1029.00	1029.00
024	IP 12-INCH CULVERT PIPE	LIN FT	8.0000	52.000	416.00	416.00
025	IP 24-INCH CULVERT PIPE	LIN FT	18.0000	49.000	882.00	882.00
026	IP 12-INCH SEWER PIPE	LIN FT	7.6000	1,725.000	13110.00	13087.20
027	IP 15-INCH SEWER PIPE	LIN FT	8.7500	288.000	2520.00	2520.00
028	IP 21-INCH SEWER PIPE	LIN FT	12.5000	158.000	1975.00	1968.75
029	IP 24-INCH SEWER PIPE	LIN FT	16.5000	203.000	3349.50	3341.25
030	IP 30-INCH SEWER PIPE	LIN FT	22.5000	431.000	9697.50	9675.00
031	IP CONCRETE MANHOLES	EACH	700.0000	9.000	6300.00	6300.00
032	IP CONCRETE INLETS, TYPE G-1	EACH	400.0000	3.000	1200.00	1200.00
033	IP CONCRETE INLETS TYPE CG-1	EACH	425.0000	18.000	7650.00	7650.00
034	IP 6-INCH DRAIN PIPE	LIN FT	6.0000	444.000	2664.00	2664.00

DATE 01 11 79 PG. 01 8473	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

I PAYMENT VOUCHER

STATE HIGHWAY DIVISION

-70)

HIGHWAY	FEDERAL AID PROJECT NO.
	8473 . 15
SECTION	

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CIAL FILTER MATERIAL IN DRAINS	CU YD	9.8000	87.500	857.50	857.50	
RD RAIL, TYPE 1	LIN FT	7.5000	25.000	187.50	187.50	
RD RAIL TYPE 1A	LIN FT	7.2500	343.000	2486.75	2486.75	
RD RAIL, TYPE 2A	LIN FT	7.6000	563.000	4278.80	4275.00	3.80
RD RAIL ANCHORS TYPE 1	EACH	180.0000	2.000	360.00	360.00	
RD RAIL ANCHORS TYPE 2	EACH	280.0000	1.000	280.00	280.00	
L END PIECES, TYPE A	EACH	20.0000	4.000	80.00	80.00	
L END PIECES, TYPE B	EACH	55.0000	1.000	55.00	55.00	
L END PIECES, TYPE C	EACH	100.0000	2.000	200.00	200.00	
6 CHAIN LINK FENCE	LIN FT	6.5000	200.000	1300.00	1300.00	
X 72 CHAIN LINK DOUBLEGATE	EACH	830.0000	1.000	830.00	830.00	
CRETE WALKS	SQ YD	10.1500	2,456.100	24929.42	24931.85	2.43-
CRETE DRIVEWAYS	SQ YD	13.2500	800.300	10603.98	10591.65	12.33
CRETE CURBS	CU YD	114.0000	191.950	21882.30	21905.10	22.80-
RA FOR ASPHALT APPROACHES	EACH	75.0000	38.000	2850.00	2850.00	
INEATORS	EACH	14.0000	10.000	140.00	140.00	
USTING MANHOLES	EACH	150.0000	5.000	750.00	750.00	
OVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	950.0000	100.000	950.00	950.00	
D SIGN POSTS	LUMP SUM	2900.0000	100.000	2900.00	2900.00	
L C, D AND R SIGNS IN PLACE	SQ FT	5.0000	277.800	1389.00	1389.00	
L EE SIGNS IN PLACE	SQ FT	7.0000	37.800	264.60	262.50	2.10
E I SIGNS IN PLACE	SQ FT	5.0000	9.000	45.00	45.00	
L U SIGNS IN PLACE	SQ FT	7.5000	282.500	2118.75	2118.00	.75
FIC SIGNAL INSTALL COMPLETE	LUMP SUM	20002.0000	100.000	20002.00	20002.00	
DSIDE SEEDING AND MULCHING	ACRE	550.0000	3.300	1815.00	1831.50	16.50-
NISHING AND PLANTING TREES	EACH	19.0000	7.000	133.00	133.00	
NISHING AND PLANTING SHRUBS	EACH	5.9500	622.000	3700.90	3700.90	
NISHING AND PLANTING VINES	EACH	.7500	248.000	186.00	186.00	
K MULCH	UNIT	50.0000	15.000	750.00	750.00	
L CONDITIONER	CU YD	9.5000	94.200	894.90	894.05	.65
IGATION SYSTEM	LUMP SUM	6200.0000	100.000	6200.00	6200.00	
79 PG. 02 8473	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

RACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

8473 | 16

HIGHWAY	FEDERAL AID PROJECT NO.
SECTION	

FORM 734-1020 (REV. 7-78)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
035	IP SPECIAL FILTER MATERIAL IN DRAINS	CU YD	9.8000	87.500	857.50	857.50
036	IP GUARD RAIL, TYPE I	LIN FT	7.5000	25.000	187.50	187.50
037	IP GUARD RAIL TYPE 1A	LIN FT	7.2500	343.000	2486.75	2486.75
038	IP GUARD RAIL, TYPE 2A	LIN FT	7.6000	563.000	4278.80	4275.00
039	IP GUARD RAIL ANCHORS TYPE 1	EACH	180.0000	2.000	360.00	360.00
040	IP GUARD RAIL ANCHORS TYPE 2	EACH	280.0000	1.000	260.00	2[illegible]0.00
041	IP RAIL END PIECES, TYPE A	EACH	20.0000	4.000	80.00	80.00
42	IP RAIL END PIECES, TYPE B	EACH	55.0000	1.000	55.00	55.00
043	IP RAIL END PIECES, TYPE C	EACH	100.0000	2.000	200.00	200.00
044	IP CL-6 CHAIN LINK FENCE	LIN FT	6.5000	200.000	1300.00	1300.00
045	IP 30 X 72 CHAIN LINK DOUBLEGATE	EACH	830.0000	1.000	830.00	830.00
046	IP CONCRETE WALKS	SQ YD	10.1500	2,456.100	24929.42	24931.85
047	IP CONCRETE DRIVEWAYS	SQ YD	13.2500	800.300	10603.98	10591.65
048	IP CONCRETE CURBS	CU YD	114.0000	191.950	21882.30	21905.10
049	IP EXTRA FOR ASPHALT APPROACHES	EACH	75.0000	38.000	2850.00	2850.00
051	IP DELINEATORS	EACH	14.0000	10.000	140.00	140.00
052	IP ADJUSTING MANHOLES	EACH	150.0000	5.000	750.00	750.00
054	IP REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	950.0000	100.000	950.00	950.00
055	IP WOOD SIGN POSTS	LUMP SUM	2900.0000	100.000	2900.00	2900.00
056	IP TYPE C, O AND R SIGNS IN PLACE	SQ FT	5.0000	277.800	1389.00	1389.00
057	IP TYPE EE SIGNS IN PLACE	SQ FT	7.0000	37.800	264.60	262.50
058	IP TYPE I SIGNS IN PLACE	SQ FT	5.0000	9.000	45.00	45.00
059	IP TYPE U SIGNS IN PLACE	SQ FT	7.5000	282.500	2118.75	2118.00
060	IP TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	20002.0000	100.000	20002.00	20002.00
061	IP ROADSIDE SEEDING AND MULCHING	ACRE	550.0000	3.300	1815.00	1831.50
062	IP FURNISHING AND PLANTING TREES	EACH	19.0000	7.000	133.00	133.00
063	IP FURNISHING AND PLANTING SHRUBS	EACH	5.9500	622.000	3700.90	3700.90
064	IP FURNISHING AND PLANTING VINES	EACH	.7500	248.000	186.00	186.00
065	IP BARK MULCH	UNIT	50.0000	15.000	750.00	750.00
066	IP SOIL CONDITIONER	CU YD	9.5000	94.200	894.90	894.05
067	IP IRRIGATION SYSTEM	LUMP SUM	6200.0000	100.000	6200.00	6200.00

DATE 01 11 79 PG. 02 8473	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

ACT PAYMENT VOUCHER

ON STATE HIGHWAY DIVISION

V. 7-78)

8473 | 16

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PRICE AGREEMENT ITEMS							
RANULAR EMB IN PLACE		CU YDS	5.3800	3,281.000	17651.78	17469.40	182.38
AISE INLETS		EACH	325.0000	4.000	1300.00	1300.00	
AISE MANHOLES			350.0000	4.000	1400.00	1400.00	
ADJUSTMENT ITEMS							
RICE RED NON SPEC	BIT MIX	LUMP SUM	2354.4400-	100.000	2354.44-		2354.44-
IQUIDATED DAMAGES	"A" UNIT	DAY	150.0000-	199.000	29850.00-	29850.00-	
IME EXTENSION "A" UNIT	APPR 4-12-78	DAY	150.0000	164.000	24600.00	24600.00	
IQUIDATED DAMAGES	A & B	DAY	150.0000-	199.000	29850.00-	29850.00-	
IME EXT UNITS A & B	APPR 4-12-78	DAY	150.0000	164.000	24600.00	24600.00	
IQUIDATED DAMAGES	"B" UNIT	DAY	30.0000-	172.000	5160.00-	5160.00-	
IME EXT UNIT "B"	APPR 4-12-78	DAY	30.0000	164.000	4920.00	4920.00	
FORCE ACCOUNT ITEMS							
N-THE-JOB TRAINING	94009				540.80	540.80	
DJUST SEWER LINES					3068.41	3068.41	
OWER MANHOLE					559.84	559.84	
URB GRADE CHANGES					1725.82	1725.82	
ECONSTRUCT CONC MANHOLE					260.65	260.65	
EVISE GATE					1340.07	1340.07	
ONST RETAINING WALL					20700.01	20551.95	148.06
E-ESTABLISH IRRIGATION	SYSTEM				267.78	267.67	.11
09 SUB CONTR MARKUP					26.77		26.77

11 79 PG. 03 8473	TOTAL CONTRACT ITEMS			
W NO.	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
TOR	TOTAL PAYMENTS			

RACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

8473 16

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	PRICE AGREEMENT ITEMS						
30101	IN GRANULAR EMB IN PLACE		CU YDS	5.3800	3,281.000	17651.78	17469.40
30102	IN RAISE INLETS		EACH	325.0000	4.000	1300.00	1300.00
30103	IN RAISE MANHOLES			350.0000	4.000	1400.00	1400.00
	ADJUSTMENT ITEMS						
6001	IP PRICE RED NON SPEC	BIT MIX	LUMP SUM	2354.4400-	100.000	2354.44-	
6003	IP LIQUIDATED DAMAGES	"A" UNIT	DAY	150.0000-	199.000	29850.00-	29850.00-
6003A	IN TIME EXTENSION "A" UNIT	APPR 4-12-78	DAY	150.0000	164.000	24600.00	24600.00
6004	IP LIQUIDATED DAMAGES	A & B	DAY	150.0000-	199.000	29850.00-	29850.00-
6004A	IN TIME EXT UNITS A & B	APPR 4-12-78	DAY	150.0000	164.000	24600.00	24600.00
6005	IP LIQUIDATED DAMAGES	"B" UNIT	DAY	30.0000-	172.000	5160.00-	5160.00-
6005A	IN TIME EXT UNIT "B"	APPR 4-12-78	DAY	30.0000	164.000	4920.00	4920.00
	FORCE ACCOUNT ITEMS						
801	IP ON-THE-JOB TRAINING	94009				540.80	540.80
803	IP ADJUST SEWER LINES					3068.41	3068.41
804	IN LOWER MANHOLE					559.04	559.84
805	IN CURB GRADE CHANGES					1725.82	1725.82
806	IP RECONSTRUCT CONC MANHOLE					260.65	260.65
807	IP REVISE GATE					1340.07	1340.07
808	IN CONST RETAINING WALL					20700.01	20551.95
809	IP RE-ESTABLISH IRRIGATION	SYSTEM				267.78	267.67
809A	IP 10% SUB CONTR MARKUP					26.77	

DATE 01 11 79 PG. 03 8473	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

CT PAYMENT VOUCHER

N STATE HIGHWAY DIVISION

7-78)

COUNTY	CONTRACT NO. 8473	ESTIMATE NO. 16	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT

GROSS RETAINAGE	
TREASURER DEPOSIT	15,000.00
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
79 PG. 04 8473	TOTAL CONTRACT ITEMS	858220.98	860360.47	2139.49-
o.	% RETAINED ON CONTRACT ITEMS			
0651	FORCE ACCOUNT	28491.15	28316.21	174.94
LKG/by	TOTAL PAYMENTS	886,712.13	888,676.68	-1,964.55

TRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	CONTRACT NO. 8473	ESTIMATE NO. 16	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT

GROSS RETAINAGE	
TREASURER DEPOSIT	15,000.00
* NET RETAINAGE	

DATE 01 11 79 PG. 04 8473	TOTAL CONTRACT ITEMS	858220.98	860360.47
PREVIOUS VOUCHER NO. 03651	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT	28491.15	28316.21
ENGINEER OR AUDITOR DKG/by	TOTAL PAYMENTS	886 712 13	888 676.68

~~FORM~~ 734-3385

OREGON STATE HIGHWAY DIVISION

FORCE ACCOUNT SUMMARY

Contract 847
~~Past [illegible]~~
Estimate #16
Fin

Line No.	Extra Work Order No. →	8	9	[illegible]	
1	Labor Invoice Fringe	~~[illegible]~~ ~~86.92~~ ~~88.93~~		.11	Adj. fin
2	Labor Invoice Compensation	86.92			SF Est
3	Labor Invoice				#19
4	Equipment Invoice	36.33			
5	Equipment Invoice				
6	Materials Invoice	24.81			
7	Subsistence Invoice				
8	Total Current Force Account (Add Lines 1 thru 7) 142.00	~~[illegible]~~ ~~146.06~~ 149.87			
9	Prior Total Force Account (Total From Line 10 Prior Summary)	[illegible] 20,539.30	[illegible]		
10	Total Force Account (Add Lines 8 & 9)	[illegible] ~~20,685.36~~ ~~20,[illegible]~~ ~~20,689.17~~	[illegible]		
	Subcontracted Force Account				
11	Prior Total Subcontracted Force Acc. (Total From Line 13 Prior Summary)				
12	Current Estimate				
13	Total Subcontracted Force Account (Add Lines 11 & 12)				
14	10% Allowance [(13 up to $2,000) x 10%]		2.7		
15	3% Allowance [(Line 13 amount over $2,000) x 3%]				
16	Performed to Date (Add Lines 10, 14, & 15) Enter on Progress Estimate	[illegible] ~~20,685.36~~ ~~[illegible]~~ ~~20,689.17~~	[illegible]		

Remarks:

Resident Engineer
Approved Date 7-[illegible]-78

Region Engineer
Approved Date 7-26-78

(For Accounting Use Only)
Auditor OK
Date 1-11-79

#8473 10-17-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-21(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70119

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-5-77	9-27-78	Primary 21 Primary 16

GENERAL LOCATION:

Sweet Home WCL - 9th Ave.

GENERAL DESCRIPTION OF WORK:

Rechannel parking lot drainage

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-27-78, as requested in Mr. Keasey's letter of 10-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $275 - Federal Funds $236.

[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-17-78	G. K. Hossner	for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

7-25-78

22-1066 16

STATEMENT OF OVERRUNS AND UNDERRUNS

Sweet Home W.C.L.-9th Ave Section
Santiam Highway Linn County
Contract 6473

22-1066

F-21(1)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	% + or -
Contract bid items	$ 812,630.55	850,931.07	+ 4.7
Anticipated items	16,400	7,508.99	- 54.2
Contingencies	37,306.37	37,319.52	-
Engineering	74,612.75	113,400	+ 52.0
TOTALS	940,949.67	1,009,159.58	+ 7.3

REFERRED TO
✓ Beard Stoudenmeyer
✓ Cole WEP Sample
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
I Christensen DOC
George
Olson
Terpin
Sullivan Copy
Scott
Savage

RECEIVED
JUL 25 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

OVERRUNS & UNDERRUNS
CONTRACT 8473

22-1066

Sweet Home W.C.L.-9th Ave

ITEM #	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
1	furnish field lab	each	1	1	-
2	mobilization	lump sum	100%	100%	-
3	temporary protection & direct traffic	lump sum	100%	100 %	-
4	temporary signs Extra signs needed for traffic control (blasting, grade change, etc)	sq. ft.	540	808½	+ 49.7
5	temporary barricades	each	18	10	- 44.4
6	temp cont rail traffic barrier Not needed.	lin ft	100	0	- 100.0
7	flagmen	hour	1500	1801	+ 20.0
8	clearing & grubbing	lump sum	100 %	100 %	-
9	remove structures & obstructions	lump sum	100 %	100 %	-
10	borrow excavation No borrow excavation needed. Project ended with excess material, had a large rock cut at west end of project.	cu yd	2500	0	- 100.0
11	general excavation	cu yd	25,000	27,428.8	+ 9.7
12	trench excavation	cu yd	1,820	2,178.37	+ 19.7
13	furnish and place topsoil	cu yd	1,085	985.3	- 9.2
14	watering None needed.	m -gal	450	0	- 100.0
15	aggregate shoulder ¾-0 rock used under curbs, on approaches, pipe bedding, etc	ton	1840	4335.95	+ 135.7
16	class B or C AC Mix New A C pavement was buried in grade raise at east end of project.	ton	24,300	25,800.17	+ 6.2
17	asphalt in mix	ton	1580	1559.72	- 1.3
18	asphalt in tack coat Multi layered pavement done over a long period of time.	ton	6	10.55	+ 75.8
19	concrete in box culvert and wall Retaining wall lengthened.	cu yd	51	62.48	+ 22.5
20	concrete floor liner	sq ft	225	216.16	- 3.9
21	rebar in box culvert	pound	7,000	8,072	+ 15.3
22	wood sound wall	lin ft	270	269	- 0.4

3	8 inch culvert pipe 2 runs of 8 inch culvert pipe added between inlets.	lin ft	75	147	+ 96.0
4	12 inch culvert pipe 36 feet of pipe at 4th St. eliminated and 52 feet of pipe added at sta 1468+25 for an approach.	lin ft	36	52	+ 44.4
5	24 inch culvert pipe	lin ft	40	49	+ 22.5
6	12 inch sewer pipe	lin ft	1800	1722	- 4.3
7	15 inch sewer pipe	lin ft	225	288	+ 28.0
8	21 inch sewer pipe	lin ft	210	157½	- 25.0
9	24 inch sewer pipe	lin ft	210	202½	- 3.6
0	30 inch sewer pipe	lin ft	440	430	- 2.3
1	concrete manholes	each	9	9	-
2	concrete inlets G-1	each	3	3	-
3	concrete inlets CG-1	each	15	18	+ 20.0
4	6 inch drain pipe Additional pipe installed at Osage St. and 4th Ave for drainage.	lin ft	180	444	+ 146.7
5	special filter material in drains Same as item 34.	cu yd	27	87½	+ 224.1
6	guard rail type 1	lin ft	25	25	-
7	guard rail type 1A Ames Creek retaining wall eliminated need ~~fxxx~~ of some rail. 62½ feet changed to type 2A rail at Ames Creek.	lin ft	463	343	- 25.9
8	guardrail type 2A See item 37.	lin feet	500	562½	+ 12.5
9	guard rail anchors type 1	each	2	2	-
0	guard rail anchors type 2 One end of guard rail attached to Ames Creek retaining wall.	each	2	1	- 50.0
1	rail end pieces type A extra 12½ feet of rail with 2 end sections added at Ames Creek.	each	2	4	+ 100.0
2	rail end pieces type B See item 40	each	2	1	- 50.0
3	rail end pieces type C	each	2	2	-
4	chain link fence	lin ft	195	200	+ 2.6
5	chain link double gate	each	1	1	-

46	concrete walks	sq yd	2980	2456.34	- 17.6
47	concrete driveways	sq yd	740	799.37	+ 8.0
48	concrete curbs 22 cu yds of new curb buried in grade change at east end of project.	cu yd	170	192.15	+ 13.0
49	extra for A C approaches 11 Street connections apparently not in estimate Added 5 approaches called for in right-of-way negotiations.	each	22	38	+ 72.7
50	loose riprap None needed.	cu yd	15	0	- 100.0
51	delineators	each	10	10	-
52	adjusting manholes	each	9	5	- 44.4
53	adjusting inlets 3 old inlets replaced with one new one.	each	3	0	- 100.0
54	remove existing signs	lump sum	100 %	100 %	-
55	wood sign posts	lump sum	100 %	100 %	-
56	type C, D, & R signs	sq ft	284	277.8	- 2.2
57	type EE signs	sq ft	38	37½	- 1.3
58	type I signs As per plans.	sq ft	20	9	- 55.0
59	type U signs	sq ft	290	282.4	- 2.6
60	traffic signal installation	lump sum	100 %	100 %	-
61	roadside seeding & mulching Underestimated.	acre	2	3.33	+ 66.5
62	furnish and plant trees	each	7	7	-
63	furnish and plant shrubs Additional shrubs needed to cover landscaped area.	each	571	622	+ 8.9
64	furnish and plant vines Same as item 63.	each	210	248	+ 18,1
65	bark mulch	unit	12	15	+ 25.0
66	soil conditioner	cu yds	92	94.11	+ 2.3
7	irrigation system	lump sum	100 %	100 %	-

PRICE AGREEMENTS

granular embankment in place	cu yd	3,000	3,247.1	+ 8.2
raise inlets	each	4	4	-
raise manholes	each	4	4	-
documentary				

EXTRA WORK ORDERS

trainee Used all that was needed.	$	1,600	540.80	- 66.2
adjust mail box None needed.	$	200	0	- 100.0
adjust private sewer lines Work was more extensive than anticipated.	$	1,000	3,068.41	+ 206.8
lower manhole	$	300	559.84	+ 86.6
curb grade change	$	1,500	1,726.82	+ 15.1
reconstruct concrete manhole	$	260.65	260.65	-
revise gate	$	800	1340.07	+ 67.5
construct retaining wall	$	9,530	final billing not yet received	
re-establish irrigation system	$	400	billing not yet received	

STATE FORCE ORDERS

paint permanent traffic lines	$	1,000	1,604.22	+ 60.4
reimburse City to install water meter City to take over maintenance of landscaped area and City operates water system. City decided meter not needed.	$	350	0	- 100.0
signal controller testing	$	750	750	-
stage construction striping	$	2,000	660.30	- 67.0
adjust water facilities	$	2,453.69	2,453.69	-

8473

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

July 18, 1978

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish Corvallis Construction Co.
Contract 8473

Gentlemen:

We have received safekeeping receipt 155392 for savings certificate 378349 for $15,000.00 maturing August 9, 1978.

This replaces receipt 155371 for $44,620.29 and reduces the total deposit by $29,620.29.

Vern[illegible] E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish Corvallis Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att)

NOTED
C. W. HEAD

Form 81-734-3122

8473.

8

FORM 81-704-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sweet Home W.C.L.-9th Ave.

WEEK ENDING: July 8 1978

SECTION PREFIX: 22-1066

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Sweet Home W.C.L.-9th Ave.

KIND OF WORK: Grade, Pave, Sign, Signal, & Landscape

CONTRACTOR: Wildish Corvallis Construction Co.

CONTRACT NUMBER: 8473

FEDERAL AID PROJECT NUMBER: F-21(1)

DATE OF CONTRACT: Feb. 1, 1977

DATE WORK STARTED: Feb. 22, 1977

ESTIMATED COMPLETION DATE: 6/7/78

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN SUPERVISION

SPECIFIED WORK DAYS: 389 424

SPECIFIED CALENDAR DAYS: a.~~226~~; b.~~260~~

WORK DAYS USED

CALENDAR DAYS USED: a. 459 b. 467

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: a. 118 b. 110

PROJECT AUTHORIZATION: $ 940,949.67

EXCLUSIVE OF ENGINEERING: $ 866,336.92

ENGINEERING AUTHORIZATION: $ 74,612.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 895,759

ENGINEERING COST TO DATE: $ 108,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107

ESTIMATED PERCENT OVERRUN: + 3.4 %

this week PERCENT OF AUTHORIZATION: 145 %

DATE PROJECT WAS COMPLETED: 6/7/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE	signing	signal	landscape
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.68	0.68			0.68
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.68	0.68			0.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)	27,500 cy	1,840 ton			24,300 ton
TOTAL QUANTITIES CORRECTED TO DATE	27,500	4,300			25,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	4,320			same
AVERAGE DAILY QUANTITIES this week					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: dump truck_____, flat bed truck____, pkup____,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
		a b		
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
JUL 10 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Vedner
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY July 3, 1978	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final estimate submitted to Region Office on Friday.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

SIGNED Keats Oliver LOCATION Albany

Keats Oliver, Resident Engineer

PRIME RESIDENT SUBMIT [illegible] COPIES WHEN BRIDGES AND CHA[illegible] BOTH ARE INVOLVED SUBMIT 7 COPIES

8473

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

July 6, 1978

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish-Corvallis Construction Co.
Contract 8473

Gentlemen:

Retainage requirements on this project have been reduced to $15,000.00. Presently there is $44,620.29 in securities deposited in lieu of retainage. $29,620.29 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish Corvallis Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 81-734-3129

8473 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 21, 1978

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish Corvallis Construction Co.

Gentlemen:

We have received safekeeping receipt 155371 for savings certificate for $44,620.29 maturing July 10, 1978. This replaces receipts 155362 and 155363 which totalled $49,620.29.

There is no change in the allocation to contract 8473. The $5,000.00 reduction applies to contract 8492 which has been finalled.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish Corvallis Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

~8473

STATE

J

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-17		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 1	5-30-78	Project Number F-21(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 930,522	$ 998,084
Federal funds	$ 798,387	$ 856,356
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May, 19 78.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Service Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen File

Oregon State Highway Division
Salem, Oregon

Federal Aid Project
No. F-21(1)

SWEET HOME WCL-9TH. AVE. SECTION
SANTIAM HIGHWAY
LINN COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 1474+00 to Sta. 1501+01.04)

Sub-Total on previous estimate of February 28, 1977 $ 799,841.05

Previous Estimate

Flagman	1,500 hr.	18.00	$ 27,000.00
General Excavation	25,000 cu.yd.	3.55	$ 88,750.00
Trench Excavation	1,820 cu.yd.	10.30	$ 18,746.00
Aggregate Shoulders	1,840 ton	5.00	$ 9,200.00
Class "B" or Class "C" Asphalt Concrete Mixture	24,300 ton	11.00	$ 267,300.00
			$ 410,996.00

Revised Estimate

Flagman	1,801 hr.	18.00	$ 32,418.00
General Excavation	27,428.8 cu.yd.	3.55	$ 97,372.24
Trench Excavation	2,178.37 cu.yd.	10.30	$ 22,437.21
Aggregate Shoulders	4,335.95 ton	5.00	$ 21,679.75
Class "B" or Class "C" Asphalt Concrete Mixture	25,790.17 ton	11.00	$ 283,691.87
SF05 Adjust City of Sweet Home Water	All Required		$ 1,714.56
			$ 459,313.63
	Increase		$ 48,317.63
	Sub-Total		$ 848,158.68
	Engineering		$ 127,223.32
	Total		$ 975,382.00

Type Code Y031
Traffic Signal (Sta. 1496)

Total same as previous estimate of February 28, 1977 $ 22,702.00

Length of Project............0.512 Mile
Cost of Roadway Per Mile......$1,905,042.90

SUMMARY OF FUNDS

Description	Total Funds	Fed. Funds	State Funds
Roadway	$ 975,382	$ 836,878	$ 138,504
Signals	22,702	19,478	3,224
Total	$ 998,084	$ 856,356	$ 141,728

Group 1 - 100%
Contract No. 8473
Prefix No. 22-1066

8473 State 13

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-45	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3 8 77	State County: Linn Project No.: F-21 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sweet Home WCL-9th Ave. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-77	0.512
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 930,522.00	$ 798,387.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Deputy State Highway Engineer

E J Hunter
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAR 8 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - file

Oregon State Highway Division
Salem, Oregon, February 28, 1977

Federal Aid Project
No. F-21 (1)

Sweet Home WCL-9th Ave. Section
Santiam Highway
Linn County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1474+00 to Sta. 1501+01.04)

Furnishing Field Laboratory	1 only	2,000.00	$ 2,000.00
Mobilization	All Required		55,000.00
Temporary Prtoection and Direction of Traffic	All Required		7,000.00
Temporary Signs	540 Sq. Ft.	10.00	5,400.00
Temporary Barricades	18 only	100.00	1,800.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	100 lin. ft.	8.50	850.00
Flagmen	1,500 hr.	18.00	27,000.00
Clearing and Grubbing	All Required		5,765.00
Removal of Structures and Obstructions	All Required		6,000.00
Borrow Excavation	2,500 cu. yd.	3.25	8,125.00
General Excavation	25,000 cu. yd.	3.55	88,750.00
Trench Excavation	1,820 cu. yd.	10.30	18,746.00
Furnishing and placing Topsoil	1,085 cu. yd.	6.00	6,510.00
Watering	450 M-gal	7.50	3,375.00
Aggregate Shoulders	1,840 ton	5.00	9,200.00
Class "B" or Class "C" Asphalt Concrete Mixture	24,300 ton	11.00	267,300.00
Asphalt Cement in Mixture	1,580 ton	75.00	118,500.00
Asphalt in Tack Coat	6 ton	200.00	1,200.00
Concrete in Box Culvert and wall	51 cu. yd.	157.00	8,007.00
Concrete Floor Liner	225 Sq. Ft.	1.50	337.50
Reinforcement in Box Culvert	7,000 lb.	0.30	2,100.00
Wood Sound Wall	270 lin. ft.	24.50	6,615.00
8-inch Culvert Pipe	75 lin. ft.	7.00	525.00
12-inch culvert pipe	36 lin. ft.	8.00	288.00
24-inch culvert pipe	40 lin. ft.	18.00	720.00
12-inch Sewer Pipe	1,800 lin. ft.	7.60	13,680.00
15-inch Sewer Pipe	255 lin. ft.	8.75	2,231.25
21-inch Sewer Pipe	210 lin.ft.	12.50	2,625.00
24-inch Sewer Pipe	210 lin. ft.	16.50	3,465.00
30-inch Sewer Pipe	440 lin. ft.	22.50	9,900.00
Concrete Manholes	9 only	700.00	6,300.00
Concrete Inlets, Type G-1	3 only	400.00	1,200.00
Concrete Inlets, Type CG-1	15 only	425.00	6,375.00
6-inch Drain Pipe	180 lin. ft.	6.00	1,080.00
Special Filter Material in Drains	27 cu. yd.	9.80	264.60

Guard Rail, Type 1	25 lin. ft.	7.50	187.50
Guard Rail, Type 1A	436 lin. ft.	7.25	3,356.75
Guard Rail, Type 2A	500 lin. ft.	7.60	3,800.00
Guard Rail Anchors Type 1	2 only	180.00	360.00
Guard Rail Anchors, Type 2	2 only	280.00	560.00
Rail End Pieces, Type A	2 only	20.00	40.00
Rail End Pieces, Type B	2 only	55.00	110.00
Rail End Pieces, Type C	2 only	100.00	200.00
CL-6 chain Link Fence	195 lin. ft.	6.50	1,267.50
30' X 72" Chain Link Double Gate	1 only	830.00	830.00
Concrete Walks	2,980 sq. yd.	10.15	30,247.00
Concrete Driveways	740 sq. yd.	13.25	9,805.00
Concrete Curbs	170 cu. yd.	114.00	19,380.00
Extra for Asphalt Approaches	22 only	75.00	1,650.00
Loose Riprap, class 100	15 cu. yd.	20.00	300.00
Delineators	10 only	19.00	190.00
Adjusting Manholes	9 only	150.00	1,350.00
Adjusting Inlets	3 only	250.00	750.00
Removal of Existing Sign Installations	All Required		950.00
Wood Sign Posts	All Required		2,900.00
Type "C" "D" and "R" Signs in Place	284 sq. ft.	5.00	1,420.00
Type "EE" Signs in place	38 sq. ft.	7.00	266.00
Type "I" Signs in place	20 sq. ft.	5.00	100.00
Type "U" Signs in place	290 sq. ft.	7.50	2,175.00
Roadside seeding and Mulching	2 acre	550.00	1,100.00
Furnishing and Planting Trees	7 only	19.00	133.00
Furnishing and Planting Shrubs	571 only	5.95	3,397.45
Furnishing and planting Vines	210 only	0.75	157.50
Bark Mulch	12 Unit	50.00	600.00
Soil Conditioner	92 cu. yd.	9.50	874.00
Irrigation System	All Required		6,200.00
			$792,891.05

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Stage Construction Striping (S.F.)	All Required	2,000.00
Temporaty Erosion Control (E.W.)	All Required	2,000.00
Install Water Meter (city)	All Required	350.00
On the Job Trainees (2 at $800)(E.W.)	All Required	1,600.00
		$ 6,950.00

Subtotal	$799,841.05
Engineering	107,978.95
Total	$907,820.00

Type Code Y031
Traffic Signal (Sta. 1496)

Traffic Signal Installation, Complete	All Required	$ 20,002.00
	Subtotal	$ 20,002.00
	Engineering	1,950.00
	Engineering (signal controller testing)	
		$ 22,702.00

Length of Project - - - - - - - - - - - - -0.512 mile
Cost of Roadway Per Mile - - - - - - - - - $1,773,085.94

Work Retained in program Status
(not included in totals below)

Bikeway Signing (S.F.)	All Required	$ 1,500.00
Work by city of Sweet Home (water)	All Required	5,000.00

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Roadway	$907,820	$778,909	$128,911
Signals	22,702	19,478	3,224
Total	$930,522	$798,387	$132,135

Group 1 100%
Contract No. 8473
Prefix No. 22-1066

Sweet Home WCL - 9th Ave. Section
Nonparticipating - State work

State Responsibility for Damages	All Required	$ 2,000.00
Adjust Mail Boxes	All Required	200.00

8473

8

April 12, 1978

Wildish Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

Gentlemen:

Time Extension Request
Sweet Home W.C.L.-9th Avenue
Santiam Highway
Contract No. 8473

Your request for an increase in contract time on this project has been carefully reviewed and a time extension of 164 calendar days is hereby granted on both phases of this project. The number of calendar days allowed is therefore increased to 389 for the (a) phase and to 424 for the (b) phase of the project.

The reasons for granting this increase are due to delays resulting from utility adjustments, roadway design changes, a tank truck accident and weather conditions incurred due to these delays.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
C. O. Fredrickson (nonparticipating)
Keats Oliver "
Robert Church "
Richard Hacek "

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 6, 1978

FILE: CON 5 #8473

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Sweet Home W.C.L.-9th Ave.
Santiam Highway
Contract No. 8473

The contractor on this project, Wildish Corvallis Construction Company, has requested a time extension of 147 calendar days for both phases of this project.

Pertinent contract time data are as follows:

Contract awarded	February 1, 1977
Calendar day count started	February 14, 1977
Work started	February 22, 1977
Calendar days specified	(a) 225 (b) 260
Calendar days used (3-25-78)	(a) 393 (b) 393
Expiration of calendar days	(a) Oct. 8, 1977 (b) Dec. 12, 1977
Anticipated completion date	May 1, 1978

(Phase (a) is for all work except topsoil and landscaping; Phase (b) is for all work)

The reasons for the time extension request are: (1) Utility delays and unanticipated conflicts, (2) Added work due to a design change, and (3) Weather delays due to work being forced into the wet season by (1) and (2).

The gas company did not complete their initial adjustments until April 25, 1977 and the telephone company did not complete their initial adjustments until May 20, 1977, or 104 calendar days after contract time started. The contractor was not prohibited from working during this period but his progress was impeded. He pursued the work as diligently as he could and on May 20, 1977, with 45 percent of the time expired, the work was 20 percent complete. This delay justifies an extension of 58 days (25/45 x 104). In early September, an unanticipated conflict with a gas line delayed the project another 10 days. Therefore, utility delays amounted to 68 days.

A change in the roadway design was necessary to provide proper access to adjacent properties. This change was made in late July and early August, 1977 and caused a delay of contractor operations for 23 days at that time in order to correct the roadway proper and allow work to continue. Later in the project - in December, 1977 - it was determined that

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Act
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Info

a retaining wall was necessary in the area of the roadway design change and this added work justifies the addition of 45 days. Delays occasioned by the roadway design change amount to a total of 68 days.

The above delays forced the contractor to work towards completion of the project during the late fall and winter seasons which was not expected and would not have been required except for delays beyond the contractor's control. The contractor's analysis of weather caused delays after October 8, 1977 (original specified completion of Phase "a") are confirmed by the Resident Engineer and amount to 32 days. However, I cannot concur in all of these days since Sunday, October 9 and the following two Saturdays and Sundays are claimed solely because they are weekends and no wet weather is evident in the contractor's analysis nor on the Weekly Reports. Therefore, it is recommended that 27 days (32 -5) be granted for weather caused delays.

There was one additional delay to the project caused by the overturning of a gasoline tank truck on the project. This delayed operations for one day.

In total, it is recommended that a time extension of 164 calendar days be granted for completion of this project (utility delays 68 days, roadway design delays 68 days, weather delays 27 days, and truck accident delay 1 day).

A rough draft response to the contractor is attached. This project is not yet complete and the contractor may submit an additional request for time extension.

This is a federal-aid project and normally FHWA concurrence would be necessary for this time extension. However, the FHWA has already denied participation in the design change and does not participate in utility delays other than "very unusual circumstances" (which I am unable to verify). This time extension should therefore be considered non-participating.

OBJ:fr
Att.

cc: C. O. Fredrickson
Keats Oliver
Robert Church

E-320 (Rev. 3-73)

RECEIVED
JAN 6 1978
KEATS OLIVER
RES. ENGR.

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 6, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * days to * days, within which to complete our Contract No. 8473, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached breakdown

	*		*
a.	225	to	372.5
b.	260	to	407.5

Respectfully submitted,

Wildish Corvallis Construction Co.
Contractor

By

CONSENT OF SURETY

Date 1-6, 1978

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates
Attorney-in-fact

(SEAL)

Resident Agent
BATES & BATES, INC.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8473 Contractor Wildish Corvallis Construction Co.

Highway Santiam

Section Sweet Home W.C.L. - 9th Ave.

Kind of Work Grading, Paving, Signing, Signal, and Landscaping

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

164 days granted. The reasons for granting this increase are due to delays resulting from utility adjustments, roadway design changes, a tank truck accident and weather conditions incurred due to these delays.

Recommended for Approval:

~~[illegible] other letter – Recommend 164 days~~

Robert B. Rose
Regional Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8473

Project designation F-21(1)
State-Federal

Date awarded Feb. 1, 1977

Work started Feb. 22, 1977

Per cent completed 95% 1/27/78
Date

No. of Workdays Allowed (a)225 (b)260

No. of Workdays Used (a)336 (b)336, 1/27/78

No. of Added Workdays Requested 147½

SP*67865-734

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

BEN BATES of CORVALLIS, OREGON-----------------------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP---------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 8th day of July 1975.

UNITED PACIFIC INSURANCE COMPANY

SEAL 1928

Morris E. Brown

Executive Vice-President

STATE OF
COUNTY OF } ss.

On this 8th day of July, 1975, personally appeared MORRIS E. BROWN, to me known to be the Executive Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

Suzanne Holsey

My Commission Expires:

January 15, 1978

SUZANNE HOLSEY NOTARY PUBLIC

Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 6th day of Jan 1978.

SEAL 1928

D. Keith Johnson

Assistant Secretary

WBDU-1431 ED. 6/74

Job 1173 - Sweet Home O.S.H.D.

REQUEST FOR TIME EXTENSION

I. Due to extra work orders

A. #2 Mailbox adjustments — Time Required - 1 day

B. #3 Relocate, adjust SS laterals

6/30 1 day
8/10 ½ day
9/12 ½ day
9/13-9/16 2 days — Time Required - 4 days

C. #4 Lower top of MH 1 foot

8/10 1 day for MH's — Time Required - 1 day

D. #5 Changes required to raise grade after partial completion of area (1491+50 to 1501)

9/12 ½ day - move in, remove curb
11/2 1 day - exc., remove drives + lay 12" storm 1499+90 Rt. to Ames Creek
11/8 ½ day - lower CB to meet AC grade

Time Required - 2 days

E. #6 Reconstruct MH instead of adjust

9/16 1 day — Time Required - 1 day

F. #7 Revise gate at O.S.H.D. yard

Anticipated time - 4 days — Time Required - 4 days

II. Due to price agreements

A. #1 Shutdown and grade change STA 1490 to east end. Shutdown 7/27/77. Design, price proposal, agreement, restaking completed 8/9/77. Began extra work 8/10/77. Finished 8/18/77.

Time Required - 22½ days

III. Due to not being able to start when days started

A. Started time for job on 2/14/77. Initial utility schedule would not allow Wildish to start until 3/7/77 on excavation. Only work able to accomplish was to be clearing and grubbing. Clear and grub need not be done before excavation start and utility pull-off, but was for something to do. Time between day count start and plan for excavation work was unproductive at no fault to Wildish.

Time Lost - 21 days

IV. Due to utilities not completing their work

A. PP & L and Telephone indicated that they could be done relocating their lines by 3/20/77. Gas line relocation was to begin on 2/14/77 and to work in a manner which did not conflict with Wildish work. Gas, Telephone, Power and Water were still working on job as late as end of April. The excavation schedule was predicated on the utilites being out of the way prior to major excavation work involving drilling and shooting. Because they were not, the plan to excavate starting on 3/7/77 (in conjunction with utility work even then) was scrapped. Excavation actually began on 4/14/77. This delay affected the critical path and it was effected by other forces than Wildish.

Time Lost - 28 days

B. Waterlines - east end, north side of project - conflict occurred during excavation work on 4/28/77. Waterlines were high in the grade and were broken. Wildish had to pull off to allowed for repair and lowering.

Lost Time - 1 day

C. When 30" storm pipe was being laid, a conflict in grade occured due to encountering a wall footing. Time required for decision by Bill Nash on raising grade was lost time to the sewer crew. Date was 5/4/77.

Lost Time - ½ day

D. On 5/6/77, a storm grade problem occured in A.M. The new grades were not available till after lunch.

Lost Time - ½ day

E. On 5/11/77, a SS lateral at the Spring Restaurant was encountered in the storm grade. It was repaired temporarily.

Lost Time - ½ day

F. Two SS laterals were encountered as was a 2" waterline on 5/13/77. The SS laterals were replaced.

Time Required - ½ day

G. On 5/13/77, Gas Co. was notified that their line was in conflict with a 15" storm line Wildish was laying. Though assured the line would be moved for Monday A.M., 5/16/77, it wasn't. Sewer crew lost the time required for moving this line on Monday A.M.

Lost Time - ½ day

H. The sewer crew could not continue laying 12" storm on 5/18/77 because of a conflict with an 8" gas main. The day was lost to the crew.

Lost Time - 1 day

I. Relower Gas Line STA 1480 to 1485 North. This was an unforeseen problem that took from 9/1/77 to 9/14/77. Work by Wildish in this area could not be done.

Delay Time - 14 days

J. Lowering of 6", 4" watermains at Holley Road started on 9/8/77 and finished 9/12/77. This was lowered because the line was right in grade and the decision to lower was extremely slow in coming at no fault to Wildish.

Delay Time - 4 days

V. Overexcavation and Backfill STA 1490-1495 South.

A. Began 1490-95 S. on 9/6/77; completed on 9/9/77. Extra Time - 4 days

VI. Due to delays lengthening project into winter months.

A. Extra work orders, price agreements and utility delays—the contractor could not complete the project by October 8 as per the time expiration date. Work after this date was forced to be done during much adverse weather conditions; none of the delays that caused work to be done during the adverse weather were the result of Wildish errors, planning and so on. Because of this, extra time is requested on all days of inclement weather when production had to be cut back, at the very least, and halted very often. Production during many of the adverse half days that Wildish was able to work after October 8th was not comparable to one half of the production accomplished during the drier periods of weather prior to October 8. Therefore the following days between October 8 and November 30 are requested as extra time required during adverse weather work:

Days Lost	Date	Reason
1	10/9	Sunday
1	10/15	Saturday
1	10/16	Sunday
½	10/22	Saturday - minimal work only
1	10/23	Sunday
3/4	10/24	Overcast changing to rain - slow
1	10/25	Rain - shut down
3/4	10/26	Rain - cleanup, small work only
½	10/27	Drying - little work
1	10/28	Rain - shut down
1	10/29	Saturday - drying
1	10/30	Sunday - rain
3/4	10/31	Rain - minimal work only
3/4	11/1	Rain - small cleanup
1	11/2	Light Rain - very wet
3/4	11/3	Still Drying - little work
3/4	11/4	Rain - mostly cleanup
1	11/5	Saturday - drying
1	11/6	Sunday - rain
1	11/7	Rain -very cold - unable to do much
1	11/8	Foggy - drying
1	11/11	Rain - shut down some work
1	11/12	Saturday - showers, drying
1	11/13	Sunday - showers
3/4	11/14	Rain - tried to start punch list
3/4	11/15	Some showers, cool, cloudy - drying
3/4	11/16	Still drying - small cleanup only
1	11/17	Much rain - no work
1	11/18	Snow, Rain - no work
1	11/19	Saturday - showers, drying
1	11/20	Sunday - cold, drying
1	11/21	Freezing rain, snow - no work
1	11/22	Rain, Snow - no work

3/4	11/23	Rain - minimal cleanup
3/4	11/28	Rain - little work
3/4	11/29	Rain - again, little work
½	11/30	Overcast - drying

Total Extra Time required due to delays pushing work into adverse weather season - 32½ days

VII. Due to Thanksgiving Holiday

A. Time was counted during the Thanksgiving Holiday and should not have been.

Time Required = 4 days

* * * * *

Total of Extra Time Shown Above

I.	Extra work orders (#8 not included)	13 days
II.	Price Agreements	22½days
III.	Delay in being able to start	21 days
IV.	Utility conflicts and delays	50½ days
V.	Overexcavation & Backfill	4 days
VI.	Delay - forced work during adverse weather	32½ days
VII	Thanksgiving Holiday	4 days
	Total Days (as of 11/30/77)	147½ days

#8413 4-3-78

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 21(1)

STATE PROJECT NO. See Below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70119

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 1-5-77	**DATE AUTHORIZATION EFFECTIVE** 4-3-77	**FEDERAL ROUTE NUMBER** Primary 21 **STATE ROUTE NUMBER** Primary 16

GENERAL LOCATION:

"Sweethome West City Limits - 9th Street"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Utility Adjustment
City of Sweet Home
TEC NTE $1,714.56, F.F. $1,470
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-15-78 you are authorized to reimburse the City of Sweet Home on a lump sum basis for adjustment of water lines.

Swan
11-10

DATE 4-3-78	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8473 9

Form FHWA-121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 NE. Center, Salem OR 97301

DATE: March 27, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project F-21(1)
Sweethome W.C.L. - 9th Avenue Section
Linn County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT

Federal participation in Mr. Swan's March 15, 1978 request covering water line adjustments for the City of Sweethome cannot be granted. My letter of November 14, 1977 denied participation in the costs of the grade change and the same reasons must apply to the second Utility adjustment.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
OSHD (H S Coulter, State Hwy Engr)
ODOT (Jack Cartwright, R/W)
ODOT (D E Swan, Fed aid Engr)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 28 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8473

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 16 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

March 15, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem OR 97301

Water Line Adjustment
City of Sweet Home
Sweet Home W.C.L.-9th Ave.
Section
Santiam Highway
Linn County
Project No. F-21(1)
Contract No. 8473

NOTED
H.S.COULTER

Dear Sir:

Here are copies of two bills from the City of Sweet Home dated August 1, 1977 and November 29, 1977, which are being submitted in lieu of an estimate of cost to adjust the City's water facilities.

The August 1, 1977 bill covers the cost of a second relocation of the City's facilities required to accommodate driveway construction between Stations 1494 and 1498. The second adjustment of the City's facilities was required because of a change in grade instigated by the State Highway Division. Since the second relocation was necessitated by a change in the highway construction plans, it is the State's policy to reimburse the utility for the work.

The billing dated November 29, 1977, covers the adjustment of the City's water facilities located on that portion of the right of way that was originally city street right of way. A certification prepared by James W. Valentine as to the City's rights in the land occupied by this portion of their facilities is in our files. Conflict with the City's water system was originally anticipated. The City was advised verbally as soon as the extent of the conflict was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billings submitted herewith and our letter approving reimbursement for the relocation work.

Appropriate permits for the City's relocated facilities within the limits of the project will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length and crossings of the project. There will be no betterment derived from the adjustment of the City's water facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization for Federal participation in the cost of the relocation work under the provisions of PPM 30-4 and 30-4.1 is requested. Actual cost to the State is $2,453.89.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
enclosure
cc: H. S. Coulter
Jack M. Cartwright

8473 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 17, 1978

~~U.S. National Bank of Oregon~~
~~Eugene Main Branch~~
~~P.O. Box 10308~~
~~Eugene, OR 97401~~

Attention: Wendell Johnson

Re: Wildish Corvallis Construction Co.

Gentlemen:

The $20,000.00 released on contract 8492 is being applied to contract 8473 per Wildish Corvallis letter of January 13, 1978.

This increases the amount on deposit for contract 8473 to $44,620.29 and reduces the deposit on contract 8492 to $5,000.00.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish Corvallis Construction Co.

bc: C.W. Head
~~R. Church~~
C.W. Barrett, JR. (Att.)

NOTED
C. W. HEAD

1473

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: ~~November 14, 1977~~

In reply refer to: 1-10-78 HB-OR

SUBJECT:
Oregon Project No. F-21(1)
Sweet Home W.C.L. - 9th Avenue
Santiam Highway
Linn County
P.A. No. 1 and E.W.O No. 5

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Keasey's November 7, 1977 and Mr. Royer's October 21, 1977 memoranda clearly establish a lack of internal project development coordination within your Division. Moreover, as previously indicated, an alert field representative should have detected the grade problem well in advance of excavation and curb placement.

Accordingly, the additional costs associated with subject orders are considered to be ineligible for Federal-aid participation.

Hopefully you have reviewed your project development process and necessary changes have been made to prevent future occurrences of this nature.

G L Green
G. L. Green

CC:
C.T. Keasey, Constr Engr, OSHD

RECEIVED
STATE HWY ENGR
NOV 18 '77
REFER TO
Keasey.
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Problem the result of
a combination of factors
Don't completely agree w/FHWA
interpretation but don't want
to pursue discussion
further. — Have also discussed
w/Keasey importance of reviewing
w/ Regions, Res.Engrs & R/W need
for avoiding re occurrence in
future.
please discuss HSC
1-10-78

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
NOV 7 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
STATE HWY ENGR
NOV 18 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

November 7, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-21(1)

SUBJECT Request Change Order Approval

Contract 8473
Price Agreement 1
Extra Work Order No. 5

Project Sweet Home W.C.L. - 9th Avenue

Highway Santiam

County Linn

Participation in the cost of the subject order was previously refused by your office on the contention that the added work was necessitated by an engineering error. Attached is copy of Robert Royer's October 20 letter which explains why the corrective work was necessary.

After reading Mr. Royer's letter it is hoped that you will agree that "engineering error" is too harsh a term. The initial construction was usable but, as mentioned in our previous request, was unacceptable to the businesses in the area. Mr. Royer points out that right-of-way negotiation were conducted using a different set of plans than those used for the construction. The property owners would therefore have every reason to be dissatisfied with the initial construction but the resident engineer had just as much reason to believe they had agreed to the plan grade lines.

We are unable to find any guidelines in the FHWA Manual as to what constitutes an engineering error. We believe "error" is to misinterpret plans or mechanically use the wrong numbers or data in controlling project dimensions. That did not occur in this case.

The resident engineer staked the project according to the project plans which would have provided workable, if not desireable access's to the businesses. The plans had received the blessings of our design section and your office, and the resident had every reason to believe they had the approval of the property owners.

Obviously a breakdown in the system did occur, but, after reading Mr. Royer's explanation of the problem, it is hoped you will reconsider and agree that this was not a case of "engineering error".

Your approval as of August 8, 1977 is requested.

WR:mk

Attach.

Warren—

Send a copy of this to FHWA asking their reconsideration. Could cite that they approved the plans. We believe to interpret this circumstance as "engineering error" is too harsh a judgement. I find no guidance in FHWA Manual. We believe "error" is to mis-interpret plans or mechanically use the wrong numbers or data in controlling a project dimensions. That did not happen here.

V.B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 20, 1977

FILE: 22-1066

Routing

Richards

Glenn

Berg

Church

Gebauer

Widmer

Richmond

Hopkins

Johnsen

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RECEIVED

OCT 21 1977

CONSTRUCTION SECTION

FROM: Robert E. Royer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Sweet Home WCL - 9th Avenue
Contract 8473
EWO 5 & PA 1

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

Your memo of October 18, 1977, requests elaboration on the reasons for altering the design of the Sweet Home WCL - 9th Avenue project. The Federal Highway Administration denied the use of federal funds to carry out the design change because in their judgment the need for a design change should have been found at the time the project was staked.

As you know, throughout the process of designing and constructing a highway project, many individuals are involved. An engineer locates the project and sends recommendations through Region to the Design Section. The Design Section often alters the design and prepares plans which are ultimately used by a right-of-way agent in negotiating property settlements. The resident then receives the plans for construction. If all goes well, communication is sufficient to alert all concerned of any design changes. This would include any changes resulting from right-of-way negotiations. The resident is then in a position of knowing the total background of the project and can make evaluations as problems arise.

In this case a communications problem existed. The right-of-way people negotiated with property owners on the basis of a set of plans that were not those used for final construction. The resident was not aware of this situation.

While the resident may have felt that something was wrong when he staked it, the plans could lead him to believe that all was well. It was rationale on the residents part to believe that during negotiations the matter of steep driveways was discussed. He could assume that concessions had been made during negotiations because the plans require driveway work outside the right-of-way. In other words, if the property owner agreed to construction on their property, they would have had to discuss the reasons why. The reason could be to minimize the grade between the gutter and their property. With this rationale in mind, the resident then staked the job and was not aware of any problem.

Property owners could not visualize what the staking meant. They did not become alarmed significantly until such time as the curbs were in place and they could visually see that a grade problem existed. It was at this time that the property owners went to the city and the city in turn to us to try to resolve the problem. The resident then found out that the right-of-way agents had used a different design in negotiating with the property owners. It was determined that it would be appropriate to reconstruct the roadway so that the abutting properties would have driveways with little or no grade.

In my opinion, no engineering error was made in the way inferred by the Federal Highway Administration. There was a communications problem. Somewhere in the process, and I know not where, the ball was dropped. The resident was building the job as the plan indicated feeling that all parties were inaccord with the plans. As it turned out this was not the case and a correction had to be made.

I am sure that if the Federal Highway Administration became aware of the communications problem involved in this instance, they would agree that the resident would not have had cause for alarm after staking the project. The engineering error referred to in denying our request did not occur. They may wish to reconsider their decision and participate in the Price Agreements and Extra Work Orders involved in the design change.

RER/lea
cc: Keats Oliver

Routing
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Hopkins
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RECEIVED
OCT 18 1977
CONSTRUCTION
SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

Salem, OR
October 18, 1977

John Bond
Const. Administration Engr.

Robert Royer
Region 2 Constr. Engr.

Sweet Home W.C.L. -
9th Ave.
Contract 8473
E.W.O. 5 & P.A. 1

These orders cover the grade change in vicinity of Truax Station. Our letter transmitting them to FHWA for specific approval is attached. Their letter of denial just received is also attached. Please give us any ideas you can to use in a further request to FHWA. Why should this not be considered "engineering error"?

JB:mk

Attachments

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

SUBJECT: Oregon Project F-21 (1)
Sweet Home W.C.L. - 9th Ave.
Price Agreement No. 1
Extra Work Order No. 5

DATE: October 11, 1977

In reply refer to: HB2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Attn: C. T. Keasey
Construction Engineer

K
Routing
1 Keasey
2 Bond
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RECEIVED
OCT 14 1977
CONSTRUCTION SECTION
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Church
Gebauer
Widmer

The subject Price Agreement and Extra Work Order are being returned for coding as non-participating.

The work established under these orders would not have been necessary if discovered at the time of the stakeout. The necessary flattening of the super on the curve should have been apparent during stakeout and modified accordingly. Therefore, we consider this as an engineering error not eligible for Federal participation.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 13 '77
REFER TO
Keasey
FOR
Info | Inves | R/D | D/? | Sign | Act | File

October 4, 1977

F-21(1)

KS

8473 Price Agreement No. 1
Extra Work Order 5

Sweet Home W.C.L. - 9th Ave.

Santiam

Linn

Price Agreement No. 1 is to raise inlets and manholes and furnish granular embankment in place. Extra Work Order No. 5 is to remove curbs, scarify existing A.C. and move in curb machine. This work is required to raise the grade from Sta. 1491+50 to 1501 on the low side of the super after partial completion of the work in this area.

This is on a relatively flat curve (2° 10') with an 84 ft. roadway width. It was difficult to foresee any problems due to the super elevation.

When the residents in the area were able to visualize the finished product, some of them voiced dissatisfaction. The businesses in the area cater to a heavy volume of recreational vehicle traffic including travel trailers. The steepness of the approaches did make it more difficult for this traffic. Therefore, adverse public reaction was the primary factor dictating the change.

The estimated cost of Price Agreement No. 1 is $18,840 with federal participation amounting to approximately $16,165.

The estimated cost of Extra Work Order No. 5 is $1,500 with federal participation amounting to approximately $1,300.

8-8-77

KS:fr

C. I. Keasey

22-1066

RECEIVED
SEP 7 1977
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany

REGION 2 ENGINEER
RECEIVED
AUG 31 1977
☐ RE ☐ ACE ☐ RME ☐ RTE ☑ ROE
☐ OLE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

DATE Aug 29, 1977

TO Robert Royer
Region 2 Const. Engr.

FROM Keats Oliver
Resident Engineer

SUBJECT Sweet Home W.C.L.-9th Ave
Section Santiam Highway
Contract 8473

Enclosed, for your approval and forwarding, Price Agreement # 1 and Extra Work Order # 5, subject project. Both of these orders are in connection with the grade change, station 1491+50 to 1501, previously discussed with you. Prior approval was received from you and O B Jackmond on Aug. 8, 1977.

The in place price for granular embankment is in line with last years average unit bid (excavation measure) of $ 4.75 for granular embankment. The prices for raising manholes and inlets are broken down in the attached letter from Project Superintendent Mike Durbin and are more than the bid items for this work because of the large amount of adjustment required (2 feet). This requires that the manholes have a step added which is not usual in an adjustment as well as more than a normal amount of adjusting rings.

Preliminary (both orders)

9-7-77

Granular Emb. in place @ $5.38/cy OK

Current est for Emb in place in 3,000 cy Q is 4.50 to 5.00, Granular Emb is a higher quality of material.

Raise inlets @ 325 ea OK

Current bids for small Q 300 to 350 ea

Raise Manholes @ 350 ea OK

a 2' raise is the same as reconstruct M H Est at 400 to 450 ea.

Ch Const Engr

C. T. Keasey

22-1066

Keasey
Bond
Jackmond
Hopkins
Johnson
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Pauling
Richards
Glenn
Berg
Church
Gebauer
Widner

RECEIVED
SEP 7 1977
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany

REGION 2 ENGINEER
RECEIVED
AUG 3 1 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

DATE Aug 29, 1977

TO Robert Royer
Region 2 Const. Engr.

FROM Keats Oliver
Resident Engineer

SUBJECT Sweet Home W.C.L.-9th Ave
Section Santiam Highway
Contract 8473

Enclosed, for your approval and forwarding, Price Agreement # 1 and Extra Work Order # 5, subject project. Both of these orders are in connection with the grade change, station 1491+50 to 1501, previously discussed with you. Prior approval was received from you and O B Jackmond on Aug. 8, 1977.

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[illegible] (both orders)

9-7-77
Granular Emb. in place @ $ 5.38/cy OK
Current est for Emb in place in 3,000 cy Q is 4.50 to 6.00, Granular Emb is a higher quality of material.

Raise inlets. @ 325 ea OK
Current bids for small Q 300 to 350 ea

Raise Manholes @ 350 ea. OK
a 2' raise is the same as reconstruct MH Est at 400 to 450 ea.

Edgar L. Johnson
Ch. Cost Engr.

Robert Royer

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 987
CORVALLIS, OREGON 97330
753-7388

August 8, 1977

Mr. Keats Oliver
Resident Engineer - OSHD
3400 Spicer Road
Albany, Oregon 97321

Dear Mr. Oliver:

The following is a breakdown and backup for the price agreements quoted to you on August 8, 1977.

1. Embankment in place: (based on 2500 c.y.)

material	$ 1.67	per c.y. -	embankment measure
hauling	1.31	per c.y. -	" "
placing	1.32	per c.y. -	" "
finishing	0.43	per c.y. -	" "
sidewalk-grade	0.50	per c.y. -	" "
supervision	0.15	per c.y. -	" "
	$ 5.38	per c.y.-	embankment measure

Notes:

a. Material cost based on price quoted from local source converted from tons loaded to embankment measure.

b. Haul cost reflects ½ hour round trip with average payloads of 22 tons.

c. Placing costs are based on 3 workdays, with equipment to spread, compact and trim fill material. Placing also reflects cost for grade-checker and dump man.

d. Finishing costs reflect equipment and labor to finish to blue tops. The price quoted converts to $0.16 per square yard.

e. Sidewalk grade costs are included because of need to regrade this area after curbs are installed.

f. Supervision costs reflect added supervision for trucking and placing this embankment.

2. Adjust Manholes @ $350 each.

materials	$ 90
labor	160
equipment	25
supervision	75
	$350

The added costs over the contract bid item reflect the need to fabricate steps and the extra height adjustment.

3. Adjust Inlets @ $325 each.

As per quote from Fred Stubbert Const. Co.

The added costs over the bid price reflect additional forming and finishing time.

It is hoped that the above information will provide adequate justification for the prices quoted. Please direct any questions to either myself or to Gary Wildish.

Sincerely,

Michael D. Durbin
Construction Supt.
Wildish Corvallis Const. Co.

gg.

RECEIVED
AUG 12 1977
KEATS OLIVER
RES. ENGR.

Form 81-734-1100 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Sweet Home W.C.L.-9th Ave.
Date Aug 8 9/29, 1977
Highway Santiam
Contract No. 8473
County Linn
Prefix 22-1066
Contractor Wildish Corvallis Const. Co.
F. A. Project No. F-21(1)
Address P O Box 987, Corvallis, Oregon, 97330
Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Raise grade.

Locations by station numbers:

1491+50 to 1501

Names of pay items, estimated quantities and agreed prices:

Granular embankment in place	3,000 cu. yds.	at $ 5.38	=	$ 16,140.00
Raise inlets	4 each	325.00		1,300.00
Raise manholes	4 each	350.00		1,400.00
		TOTAL		18,840.00

Specifications, basis of measurement and other provisions:

Per standard specifications.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant **State Highway Engineer or State Highway Engineer.**

Project authorization $ 946,249.57
Present estimate of project cost, including $ 18,840 for work under this order $ same
Expected under-run / over-run (amount) $ 0
Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Kerns Oliver, Resident Engineer
Signed Wildish Corvallis Const. Co., Contractor
Approval Recommended: Robt E. Rose, Division Engineer
Approval Recommended: .... Construction Engineer or Bridge Engineer
Approved: .... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

~~7-?-77~~
8-8-77

Construction

SP*79603-734

Form [illegible]

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Sweet Home W.C.L.-9th Ave	**Date**	Aug 8 19 77
Highway	Santiam	**Contract No.**	8473
County	Linn	**Prefix**	22-1066
Contractor	Wildich Corvallis Const. Co,	**F. A. Project No.**	F-21(1)
Address	P O Box 987, Corvallis, Oregon, 97330	**Order No.**	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove curbs, scarify existing A C, and move in curb machine as directed by the engineer.

Location by station numbers:

1491+50 to 1501

Estimate of quantities and cost:

Labor and equipment rental	$ 1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Changes required to raise grade after partial completion of area.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 940,949.67
Present estimate of project cost, including $ 1,500 for work under this order	$ Same
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Keats Oliver, Resident Engineer

Approval Recommended: Robert E. Rogers, Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved: .... ~~Deputy State Highway Engineer,~~ ~~Assistant~~ State Highway Engineer or Office Engineer.

Construction

~~9-?-77~~

8-?-77

SP*23577-734

8473

Routing

7 Kessey K
2 Bond
3 Jackmond
4 Hopkins
Johnsen
Inloes

RECEIVED
JUL 25 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

220 W. Osage St.
Sweet Home, Ore.

July 21, 1977

Mr. Glenn Jackson
135 State Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

The State of Oregon is presently, thru Wildish Construction of Eugene, widening approximately one mile of highway on the western approach to Sweet Home. Other than the many inconveniences and necessary problems caused by such repairs, most residents have been pleased to get a long promised problem resolved.

Unfortunately, the engineers deemed it advisable to lower the present highway grade by 18" or more which caused a severe entry approach problem to all business establishments on the northeast side of the road.

The businesses involved are a service station, restaurant, outdoor store and tire shop in addition to a number of other right-of-way entrances. The entrances to the above named are, of necessity, now so steep as to make entry hazardous, if not impossible for recreational vehicles (an important part of the clientel). It also makes truck deliveries, in some cases, out of the question.

The reasons given for the grade changes by the Highway Department were drainage and to provide an adequate super grade to the curve. Drainage is critical, of course, on all roads and highways but it appears we have exceeded necessary requirements in this case. As for a super grade in a 35 mile zone -- they don't even provide this much super on the freeways.

The general feeling of the citizens of Sweet Home is "what in hell can we do about it. The Highway Department will not listen." My question to you is "What in hell can we do?"

Thank you for your consideration in this matter.

Sincerely yours,

E. A. Cutler

Edward A. Cutler

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO EAC:ag
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT OPERATIONS
JUL 22 '77
REFER TO Cutler
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
1977
OFFICE
DIRECTOR of TRANSPORTATION

(Believe this problem was discussed with Design & R/W on 7-21, with Keith Oliver. Can't fix it with a [illegible] R/W will handle.)

8473

ROBERT W. STRAUB
Governor

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 25, 1977

Wildish-Corvallis Construction
PO Box 987
Corvallis, OR 97330

Attention: Jim Landen

The $10,155.94 released on contract 8492 is being applied to contract 8473. This is in accordance with our phone call of October 20, 1977 and your confirmation letter.

This reduces the deposit for contract 8492 to $25,000 and increases the deposit for 8473 to $24,620.29.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

NOTED
C. W. HEAD

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8273

8

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

SUBJECT: Oregon Project F-21 (1)
Sweet Home W.C.L. - 9th Ave.
Price Agreement No. 1
Extra Work Order No. 5

DATE: October 11, 1977

In reply refer to: HB2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Attn: C. T. Keasey
Construction Engineer

The subject Price Agreement and Extra Work Order are being returned for coding as non-participating.

The work established under these orders would not have been necessary if discovered at the time of the stakeout. The necessary flattening of the super on the curve should have been apparent during stakeout and modified accordingly. Therefore, we consider this as an engineering error not eligible for Federal participation.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 13 '77
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

10/13 jr

#8473

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish Corvallis Construction Co.

We have received safekeeping receipt 151093 for savings certificate 324033 in the amount of $14,464.35 maturing December 8, 1977. This amount is to be held in lieu of retainage on contract 8473.

We have also received safekeeping receipt 151094 for savings certificate 324034 in the amount of $35,155.94 maturing December 8, 1977. This amount is to be held in lieu of retainage on contract 8492.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Wildish Corvallis Construction Co.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8473

September 15, 1977

Mr. Bill Vosters, President
Sweet Home-East Linn
  Chamber of Commerce
1310 Long Street
Sweet Home, OR 97386

Dear Mr. Vosters:

Your September 6 letter expressed concern about some unexplained delays on the highway project in Sweet Home.

The cause of the delay was the rain that fell the latter part of August. The contractor began paving as soon as the subgrade material dried out sufficiently to allow paving work. If the weather will hold off another two weeks, it should give us the break we need to enable the contractor to complete enough work to have the project in a condition so that subsequent rains will not be such a problem.

I assure you everything possible will be done to expedite completion of the project.

Sincerely,

R. E. Royer
Region 2 Construction Engineer

RER/HSC:ia

bc F. B. Klaboe
   C. T. Keasey
   John Sheldrake

Sweet Home-East Linn
Chamber of Commerce
PHONE 367-3231
SWEET HOME, OREGON 97386
[illegible] LONG STREET

September 6, 1977

RECEIVED
SEP 08 1977
[illegible]

Bob Royer
District Engineer
State Highway Department
3400 SE Spicer Road
Albany, Oregon 97321

Dear Sir:

We feel very much like we are being used as the pawns in a game between the Highway Division and the contractor on highway construction in Sweet Home. Although you assured us in your letter, dated August 9, that you are interested in an early completion date for the highway project as we are, performance has not shown that.

Unexplained delays have seriously shortened the amount of time remaining before we can anticipate that the rainy season will set in and close down construction until next season. Some of our businesses could face bankruptcy if the highway is left in anywhere near its present condition through the winter and, as pointed out in our previous correspondence, our economy cannot stand any additional setbacks.

We must urge you to do everything possible to accelerate the construction schedule so that the work is completed this month in the areas where it fronts on existing businesses, even if doing so requires adding workmen and equipment. While we do not like to see the State spend unnecessarily on this project, there is little chance of the State going bankrupt. That chance is very real for some of our business people.

Any help you can give us will be greatly appreciated.

Sincerely,

Bill Vosters

Bill Vosters
President
Sweet Home-East Linn
Chamber of Commerce

RECEIVED
DOT OPERATIONS
SEP 12 '77
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

cc:

Gov. Bob Straub
Sen. John Powell
Rep. Bud Byers
Keats Oliver
F. B. Klaboe

8473

9

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 10, 1977

Mr. E.A. Cutler
220 West Osage
Sweet Home, Oregon 97386

Dear Mr. Cutler:

There have been changes in the design of the new roadbed to raise the curb line about two feet. The superelevation will be replaced with a regular crown section roadway.

According to the Highway Division, soils and geology reports were made available to all prospective bidders. The prime contractor was aware of the underlying rock and had planned to rip the material for the sewer installations. They were, however, unable to do so and resorted to drilling and blasting.

I am also told that the right of way agent did discuss with the mobile home park owners the possibility that the reduction in area might cause disqualification as a mobile home park. They were further informed that relocation assistance would be available, not only to the park owners, but also to each of the mobile home occupants.

Sincerely,

Governor

RWS:cb

bcc: Dept. o f Transportation

8-26-77
cy Sheldrake

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COPY

8473

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

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220 West Osage
Sweet Home, Oregon 97386

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Sincerely,

Governor

RWS:cb

bcc: Dept. o f Transportation

8-26-77
cy Sheldrake

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COPY

011970
Please prepare draft reply
for Governor's signature
by 8/10
Thank you.

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO

220 West Osage
Sweet Home, Ore.
97386

August 1, 1977

The Honorable Robert Straub
Governor of Oregon
State Capitol
Salem, Oregon

Re: Sweet Home Highway Project

A proposal by the State Highway Department, made August 1, 1977, to raise the northeast lanes of the new highway project will, if done, solve most of the entrance problems for the business establishments involved. This proposal is a 2' raise from present new curb installations and will be approximately the same elevation as the old original highway level. It was pointed out that the changes could result in a delay, finishing the project in 1978.

For a short project of approximately one mile there have been several apparent engineering deficiencies involved.

1. Lack of testing or inquiry as to type and quantity of rock to be removed to lower highway leval at junction of First Avenue, Osage and Highway 20. The result was the requirement to blast large areas of solid rock to lower the level and to install a box culvert. This rock has been encountered with each highway, street, culvert, water line or sewer installation made in the area. Most City officials and local contractors were aware of the rock problem and, had they been consulted, could have at least informed the uninformed. Was this a case of hoping the contractor didn't know so he could foot the bill? Caveat emptor? Any delay can be attributed to this lack of preparation and data, not the present proposed changes.

2. A gross error or poor engineering evaluation that caused the lowering of grade of the new road and resulting damage to the local business establishments which must now be corrected at great expense.

3. Failure of the property acquisition department to study engineering plans and properly apprise the business owners and property owners of the total effect of the changes. The days of "caveat emptor" are dead. It is neither ethically nor morally permissible to enter an agreement of this type without full disclosure of the consequences to all concerned parties.

4. The apparent change in access into the small mobile home park, located next to the State Highway Department headquarters at the Pleasant Valley intersection, and the fact that the reduction in trailer space has created a situation whereby they may not qualify as a mobile home park, was not discussed with the owners either by the property acquisition people or the highway engineers. Caveat emptor again?

5. Lack of concern by responsible parties, even after excavation, and a resulting attempt to proceed with the plan regardless of cost to the frontage owners until public concern was expressed to elected officials.

At a time of severe shortages of highway funding of all types, and when every effort is being made to increase highway monies, these costly mistakes are inexcusable. A thorough investigation disclosure is in order. Even in a bureaucracy such as the Oregon State Highway Department such unnecessary errors and waste of finances must be prevented.

Thank you for your efforts in solving our highway dilema. Your continued watchfulness of this departmental waste and inefficiency is necessary to obtain the necessary funds in the future.

Sincerely yours,

E. A. Cutler

RECEIVED
AUG 3 1977
OFFICE
DIRECTOR of TRANSPORTATION

22-1066

REGION 2 ENGINEER
RECEIVED
AUG 9 1977
☒ RE ☐ RCE ☒ RAE ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RPE

ROBERT STRAUB
XXXXXXXXX

August 9, 1977

Sweet Home-East Linn
Chamber of Commerce
1314 Long St.
Sweet Home, OR 97386

Attn: Bill Vosters, President

Dear Mr. Vosters:

Let me assure you that the Highway Division is as interested in an early completion date for the highway project in Sweet Home as you are. We will be working with the contractor to concentrate on business areas to minimize the possible negative impact on the businesses in the area.

There will be some work done on the Holley Road area but this will not affect the completion date of the project. As you know, the major cause for delay would be poor weather. At this point it would appear that a good Fall will allow for the completion of this project. But since there can be no guarantee on the weather, there can also be no guarantee on its timely completion.

Again we will be working with the contractor to encourage an early completion date. In so doing we will attempt to provide the adjacent businesses with the best roadway possible.

Sincerely,

Robert E. Royer
REGION II CONSTRUCTION ENGINEER

RER/lea
cc: Keats Oliver

22-1066

Sweet Home-East Linn

Chamber of Commerce

PHONE 367-3231

SWEET HOME, OREGON 97386

1314 LONG STREET

August 4, 1977

Bob Royer
District Engineer
State Highway Department
3400 SE Spicer Road
Albany, Oregon

Dear Sir:

First, let me say that we deeply appreciate the way the Highway Division responded to the grade problem which would have had a very adverse effect on three of our businesses on Main Street. It is gratifying to know that government is still sensitive to the problems that face individual businesses in our community.

Unfortunately, the solution of this problem could cause another problem for other businesses, unless careful planning is used, and the economic nature of this community is such at this time that we simply cannot afford any additional economic problems. You stated at the meeting with Truax officials last Monday that the change in the grade will delay the project a minimum of two weeks, which may push it over into the 1978 construction season, if we experience any bad weather.

We simply cannot afford to go thorugh the winter and into another season with partially done construction. Economically, many of our businesses have their backs to the wall. Not only has current construction caused problems, but we have an economically depressed area. Within the last couple months, Tomco has closed its Cascadia mill, putting some 75 persons out of work; White's Electronics has cut back, laying off over 50; and just this week, Willamette Industries -- our most stable industry -- has announced that it is closing down its sawmill night shift, which will put 90 more out of work. That's over 200 people out of work, not to mention those who may lose their jobs because of the reduction in the spending ability of our community's families. A small community like ours simply can't take much more.

Thus, we need all the help we can get, and we are asking you for some of that help. We urge you to do everything within your power to complete the project this fall, even if it means having the contractor bring in extra srews to speed up the work. If it is not possible to guarantee the completion of construction this fall, we urge you to plan your work in such a way so that priority is given to completing the work in front of our community's businesses.

As an example, it has been suggested that, if there is to be a possible delay, that a lower priority be given to such jobs as the Holley Road (Highway 228) interchange and the highway west of the business district.

Naturally, we would like to see the entire project completed. Two seasons of highway construction has already had an adverse effect on our businesses and we would like to do everything possible to avoid its continuation. If this is not possible, however, we would sincerely appreciate your cooperation on the latter suggestion of prioritizing the business district portion of the project.

Thank you for your consideration.

Sincerely,

Bill Voster

Bill Vosters, president
Sweet Home -- East Linn Chamber of Commerce

cc: Mr. Keats Oliver, Project Engineer
Wildish Construction

#8473

8

August 9, 1977

Mr. Edward A. Cutler
220 West Osage Street
Sweet Home, OR 97386

Dear Mr. Cutler:

Reference is made to your recent letters concerning the construction work in the westerly portion of Sweet Home. I understand, since you have also written the Governor about this matter, that he will answer you directly.

If I can be of any further assistance, please advise.

Sincerely,

Glenn L. Jackson, Chairman
Oregon Transportation Commission

bc: Robert A. Burco
H. S. Coulter
C. T. Keasey
Ken Bonnem
John Sheldrake

FBK:srb

RECEIVED
DOT OPERATIONS
AUG 3 '77
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

220 West Osage
Sweet Home, Ore.
97386

August 1, 1977

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Glenn Jackson
135 State Highway Building
Salem, Oregon 97310

Re: Sweet Home Highway Project

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Sincerely yours,

E A Cutler

E. A. Cutler

RECEIVED
AUG 2 1977
OFFICE
DIRECTOR of TRANSPORTATION

220 W. Osage St.
Sweet Home, Ore.

July 21, 1977

to Klaboe for draft reply for mr J. sig. 7/22/77 pr

Mr. Glenn Jackson
135 State Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

The State of Oregon is presently, thru Wildish Construction of Eugene, widening approximately one mile of highway on the western approach to Sweet Home. Other than the many inconveniences and necessary problems caused by such repairs, most residents have been pleased to get a long promised problem resolved.

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The general feeling of the citizens of Sweet Home is "what in hell can we do about it. The Highway Department will not listen." My question to you is "What in hell can we do?"

Thank you for your consideration in this matter.

Sincerely yours,

E. A. Cutler

Edward A. Cutler

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO
EAC:69
Shildake
FOR
Info Inves [✓ R/D] D/R Sign Act File

cy/Kearny

RECEIVED
DOT OPERATIONS
JUL 22 '77
REFER TO
coulter
FOR
Info Inves [✓ R/D] D/R Sign Act File

RECEIVED
JUL 22 1977
OFFICE
DIRECTOR of TRANSPORTATION

8473 1-5-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-21(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, DivisionAdministrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70119

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr.H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 2'77
REFER TO Rulien
FOR
Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-5-77	1-5-77	Primary 21
		STATE ROUTE NUMBER Primary 16

GENERAL LOCATION:

"Sweet Home WCL - 9th St."

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave and traffic signal.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

	Perm. & Stage const. striping	
(S.F.)		$3,000
	Temp. erosion control	
(E.W.)		2,000
(CFO)	Install water meter	350
(E.W.)	On-the-Job Training	1.600

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-3-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimted cost of $988,201 - Federal funds $847,861.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-5-77	G K Hosmer for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-995

8473 Yellow 16

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Sweet Home WCL-9th Ave.
Santiam Highway
Linn County

TO: Keats Oliver
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9094	00	"TC" Line, Centerline	Profile Grade
	01	"TC" Line, Centerline	Subgrade
	02	Mainline, 32' Lt.	Profile Grade
	03	Mainline, 32' Lt.	Subgrade
	04	Mainline, Centerline	Profile Grade
	05	Mainline, Centerline	Subgrade
	06	"O" Line, Centerline	Profile Grade
	07	"O" Line, Centerline	Subgrade

Attachment
cc: Bob Gettis

8473

16

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/22/76
Donald L Dent

1-27-77 Bid Letting ____________ All Clear Deadline

SECTION Sweet Home WCL-9th Avenue
Highway Santiam
County Linn Region 2
Type of Work G-P-Signals Funds FA
State ✓ Consultant __ Plans Avail. ✓ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS		X	X	X	X	Problem areas covered by permits
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers	X					disclaimer granted 9-24-76
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		X			X	
Cultural Salvage	X					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		X	X		X	

8473

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 22-1929

INTER-OFFICE CORRESPONDENCE
December 1, 1976
Salem, Oregon

FROM: Gerald W. Wimer Gerald Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Sweet Home WCL-9th Ave. Sec.
South Santiam Highway

TO: Duane Christensen
FINAL DESIGN ENGINEER

Regional Liaison Agent D. A. Terbell has contacted Mrs. Sheila Keenon and Mr. and Mrs. Peter Suter relative to the sound wall proposed near Osage Street. His November 29, 1976 report is attached.

Mrs. Keenon requests the small Gravenstein apple tree just within the new right of way line near the northeast corner of her home be saved if at all possible. By a copy of this letter to Resident Engineer Keats Oliver, he is so instructed. Mr. and Mrs. Suter request the sound wall be extended. Please have the need analyzed. If it is real, there are two courses of action:

1. Acquire the access reservation for the narrow strip of propoerty immediately behind the Suter home. This would allow extension of the wall on the right of way.

2. If the access reservation cannot be acquired, the wall could be extended along the northerly Suter property line. They would either need to maintain the wall or give the Highway Division the right to do so.

It would be appreciated if your section would review the need for extending the wall. The data you submitted November 18, 1976 is returned herewith as you requested.

REFERRED TO
Beard Reed
✓ Cole W.E.C. Semple
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
3 Olson WCO
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
DEC 02 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GWW/dea
Attach.
cc: Keats Oliver w/copy of Terbell's letter
Dave Terbell

Sketch was wrong - wall extended further west, as planned.
WCO.

8473

16

FORM 81-734-3036

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 29, 1976

FILE:

FROM: D. A. Terbell
Regional Liaison Agent

SUBJECT: Sweet Home WCL-9th Ave. Section
Santiam Highway
Linn County

TO: Gerald Wimer
Regional Construction Engineer
East Salem Highway Building
Salem, OR 97310

In response to Duane O. Christensen's request about the proposed sound barrier I supply the following information:

I was with Mrs. Sheila Keenon, the owner of the most easterly home, 98 Osage Street, on November 26, 1976 and discussed the proposal for the construction of a sound wall, as per the data and material furnished. The drawing supplied made a very good exhibit. Even though this wall will be constructed quite close to the northeast corner of the house, (30'±) according to the plan, Mrs. Keenon is in favor, feeling this is a necessary part of the improvement. She does request, the small Gravensteen apple tree that is just within the new right of way line, near the NE corner of the house, be saved if at all possible. R/W File 48122.

I was with Mr. and Mrs. Peter Suter, the owners of the other home westerly, 130 Osage Street on the same date. The only objection these people offered is that the proposed plan for the sound wall does not extend across the entire frontage of their property. They feel it should in order to reduce their exposure to traffic noise generated by the considerable amount of the various kinds of truck traffic on this highway. It looks like they have 89' of frontage to the highway. R/W File 48121.

Wall will Extend Across Their frontage
W.E.G.
12/1/76

D. A. Terbell
D. A. TERBELL
Regional Liaison Agent

DAT:ns
C. O. FREDRICKSON
J. B. BOYD
ROD HENRY

REFERRED TO
Beard ____ Reed ____
✓ Cole W.E.C. ____ Semple ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return [✓ Discuss] Do File Copy Due ____
BY FINAL DESIGN ENGINEER

RIGHT OF WAY SECTION
RECEIVED
NOV 30 1976
ARE ARA FS CA RS
FMS AS CE OS TA FAO
FU

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED
NOV 30 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring up ____
Other ____

11-30-76
Send copy to Christensen.
JKO

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
November 13, 1976

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Sweet Home WCL-9th Ave. Sec.
Santiam Highway
Linn County

TO: Gerald Wimer
Region 2 Construction Engineer

REGION 2 ENGINEER
RECEIVED
NOV 22 1976
RE W HME RTE ROE
UTE GEO RSO ROC RFE

Enclosed please find a plan, profile and sketch of the sound wall proposed to be constructed near Osage Street to mitigate the anticipated noise from traffic to an acceptable level.

Please have your Right Of Way people contact the two property owners who's properties are adjacent to the proposed wall and determine if they have any objections to the construction of this type of wall.

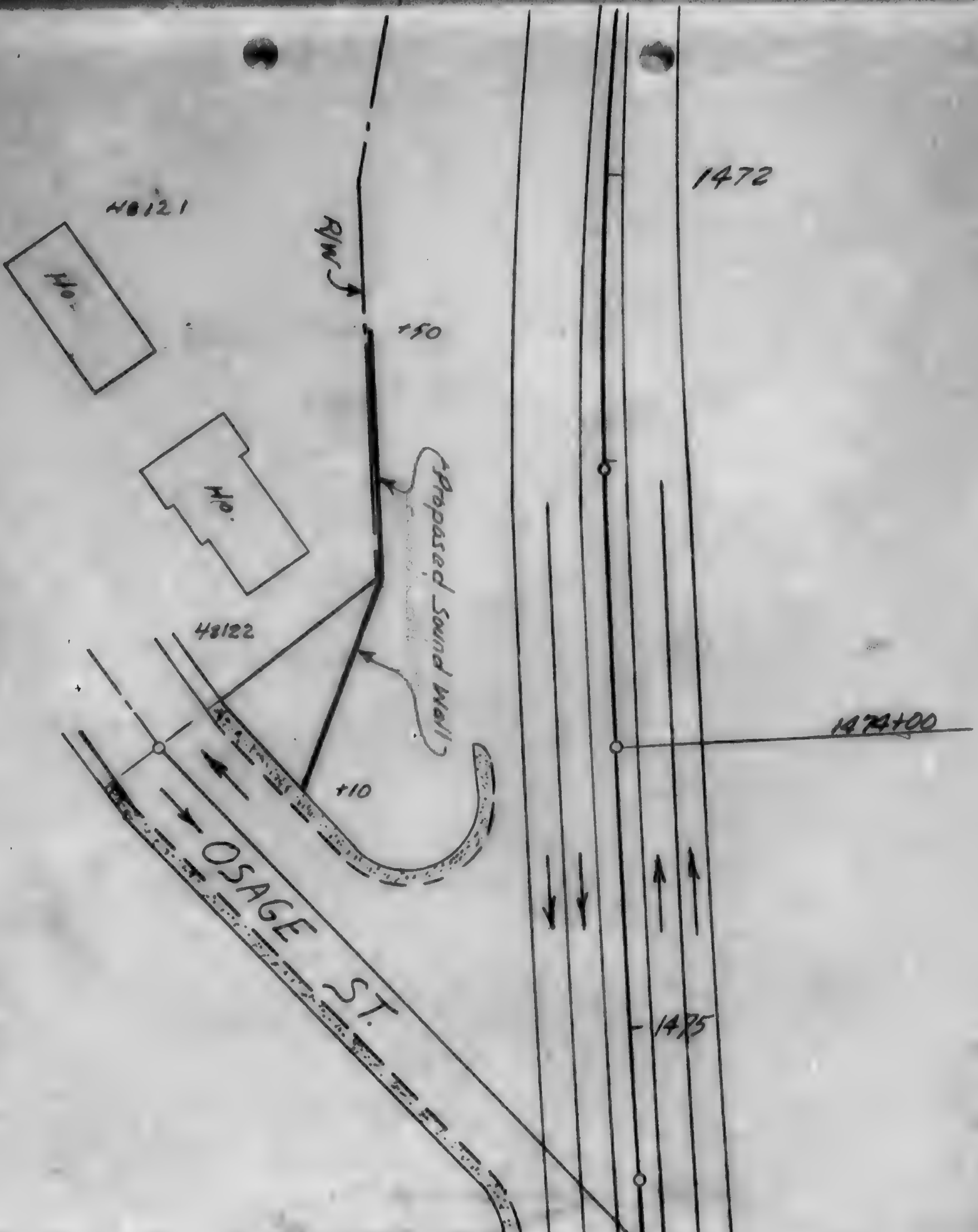
This project has been placed on the January 27, 1977, schedule and early information on your findings will help this office complete this project on schedule. Return the enclosed data along with your findings.

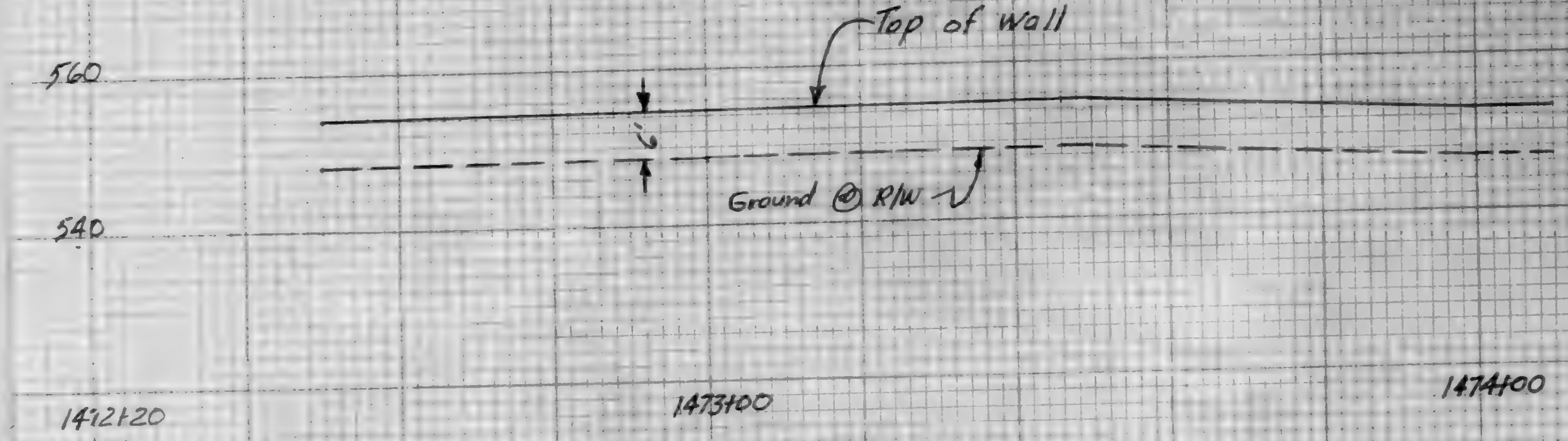
RECEIVED
NOV 24 1976
DISTRICT II
R/W. OFFICE

WEC:az
Attachment
cc: Gary Potter
W. E. Cole

cc Rod Henry w/attached data
Please follow up
G Wimer

cc [illegible] Oliver w/attach (copy)


1472
48121
R/W
+50
Ho.
Ho.
Proposed Sound Wall
48122
1474+00
+10
OSAGE ST.
1475



SOUND WALL PROFILE

003930

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

PERSPECTIVE
AN
AL
)
ALT. 6"x6" TRTD. WD. POST
DRILL HO
GRAVEL
SECTION SCALE =1'-0"

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SOUND WALL STUDY

WOOD CONST.

APPROVED: DATE BRIDGE NO.

8473 16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 11, 1976

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Sweet Home W.C.L.-9th Avenue Section
Santiam Highway
Linn County

TO: MEMO TO THE FILES

The draft of the noise report has been reviewed and the following comments seem appropriate.

The houses along Osage Street have 59 dBA presently and would have 71 dBA projected (1996) without attenuation. This is a material change. A 6 foot wall would reduce this to 68 dBA. ($15,000-$20,000)

The motel across the highway would have a projected 73 dBA but there is no practical way to provide attenuation without relocating access, reducing parking and probably severely damaging their business.

The remaining house at the trailer court would require an extensive barrier to obtain minor attenuation. ($15,000-$20,000) Projected 70 dBA level could not justify expenditure.

The house west of 4th Avenue would have a small noise increase (71 to 74) due to projected traffic increase. A 6 foot high wall, 130 feet long along the right of way line could provide some attenuation. ($6,000-$9,000)

The house east of 4th Avenue and the one west of the hospital are both part of a large commercial ownership. Attenuation on the westerly property would be difficult without moving their access. A long wall would be required because of setback from the right of way and only minor attenuation would be obtained. ($10,000-$15,000 Cost) It does not appear to be a reasonable expenditure of funds. The easterly property would require an L shaped wall because of their access onto the highway. The wall, ($6,000-$9,000) along with the suggested wall at the clinic ($3,500-$5,000) would lower noise to 70 dBA. The L shaped wall would require new right of way for the leg going away from the highway or construction on their property. The cost ($10,000-$14,000) plus these problems would not appear justified for the minor attenuation obtained.

The properties along Maple Street are some distance from the highway and expect a projected noise of 70 dBA. The wall indicated in the study report cannot be built as shown since there are accesses to the highway along the easterly half of the wall. There is no acceptable way to relocate these so that an effective wall can be built. Wall as indicated would be $18,000-$25,000. The part that could be built $11,000-$15,000. Attenuation for the partial wall would presumeably drop the noise to 68 dBA.

The clinic has a minor noise increase expected, from 71 dBA to 74 dBA, due to normal increase in traffic. Their access to the highway makes attenuation difficult; however, a 6 to 8 foot wall in the landscape area to the east and along their west property line would give some attenuation if they would agree to construction of the west wall on their property. The problems involved with building code, setbacks, etc., might make this impossible. ($15,000-$20,000) I am advised that this is only a day clinic, with no overnight patients.

This is a typical urban street project with minor noise increases, primarily due to normal increase in traffic. The attenuation measures identified do not appear justifiable expenditures of public funds for the benefits they would provide.

An exception to this might be for the two houses on Osage Street which loose their existing protection and could expect an increase of 8 to 9 dBA at this time. I would suggest consideration of a 6 to 8 foot timber wall as a test section.

ADO:az
cc: Gary Potter
Region 2

Environmental to discuss w/ FHWA
To see if this will satisfy regulations.

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 11 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DRAFT

The Sweet Home W.C.L.-9th Ave. Project undertakes the widening of the Santiam Highway. The existing two lane roadway will be expanded to four lanes with a left turn refuge. The proposed construction will also include some alignment relocation. Access changes will be made for Holley Road, Maple St., Osage St., and the entrance to the Langmack Hospital.

Sound level measurements were taken along the project to establish the ambient sound environment. The site data and measured sound levels are given in Table I. Site #1 was located in an open area just west of the Sweet Home city limits. The Langmack Hospital is represented by Site #2. Residents along Osage St. are currently ben~~i~~efited by a depressed roadway section. The two measurements at site #3 were taken in this area. Site #4 was located near the Holiday Mobile Home Park on Maple St.

The proposed project is not expected to increase the current or projected traffic volumes. Therefore, both the No-Build and the Build alternatives will have a 1976/1996 ADT volumes of 7,700 / 13,100. The peak traffic hour occurs between 4-5 P.M. and has volumes of 850 / 1,446 with a truck mix of 7%. The peak truck hour has volumes of 472 / 803 with 20% trucks during the hour of 10-11 A.M.

The location of the design noise level*contour was computed from the NCHRP Report 117 / 144 traffic noise level prediction method. This method is approved in FHPM 7-7-3. The worst traffic noise condition was found to exist during the peak truck hour. Those traffic volumes were then used to establish the 1976/1996 L_{10} 70 dBA Level position and the noise levels at impacted receptors. The data for the L_{10} 70 dBA Level position is provided in Table II. It can be seen from the data that the roadway's noise emission character will remain relatively unaffected by the roadway widening. Thus, only in areas of alignment shift will the noise levels change after construction is completed.

* FHPM 7-7-3 states a L_{10} 70 dBA Level for Activity Category B.

The residences along the North Side of Osage St. will not be exposed to noise levels over the standard (L_{10} 70 dBA) in 1976 or 1996 for the no-build alternative. This condition is primarily due to the distance from the roadway and shielding effects from the depressed roadway section. Two residences are anticipated to be impacted in 1996 for the build alternative. Levels of L_{10} 71 dBA are expected to be reached in 1996. The increase is due to the decreased distance from the new alignment and the partial loss of shielding from the cut-bank. The alignment will be shifted 50 ft. nearer the residences and will have a higher roadway profile.

The motel across from 1st Ave. on the Santiam Hwy. will be impacted in the 1976 and 1996 for the no-build alt. and in 1996 for the built alt. The L_{10} levels should be 74/77 dBA in 1976/1996 for the no-build alt. and 69/73 dBA for the build alt.

The trailer court across from the Pleasant Valley Road will be impacted for the no-build and build alts. The court should be vacated prior to construction due to R/W acquisition, though the house on the parcel will probably remain. Therefore, more receptors will be impacted for the no-build alt. than the build alt. The no-build alt. will create 1976 / 1996 L_{10} Levels of 77/80 dBA in the front portion of the court. The residence, located in the rear of the court, should be exposed to 67/70 dBA L_{10} Levels for the build alt.

The two residences along 4th Ave. will also receive excessive noise levels. The levels should be 71/73 dBA in 1976/1996 no-build alt. and 70/74 dBA for the build alt.

The two houses East of the Holiday Mobile Home Park and possibly a portion of the adjoining mobile home court should not be impacted in 1976 for the no-build and build alts. In 1996 the L_{10} Level should reach 70 dBA for both alternatives.

The Langmack Hospital will be exposed to peak noise levels exceeding the design level in 1976 and 1996 for both alternatives. The anticipated 1976 / 1996 levels for the no-build alt. will be 73/76 dBA and 71/74 dBA for the build alt. The residence immediately to the West will experience similar L_{10} Levels.

Table 1

Measurement Site Data

Site	Time & Date	Distance to Center Line of Road	L_{10} dBA Level
#1 a	10:15 AM	56 ft.	73
b	8-26-76	106 ft.	64
Hospital #2	11:15 AM	89 ft.	71
	8-26-76		
#3 a	1:20 PM	42 ft.	73
Osage st b	8-26-76	107 ft.	59
Maple st #4	2:00 PM	103 ft.	65
	8-26-76		

Table II

L_{10} 70 dBA Level Location*

Distance from the Center line of the Roadway

	No-Build	Build
1976	125 ft.	120 ft.
1996	159 ft.	160 ft.

* This positioning was calculated assuming no shielding parameters present.

Where feasible, mitigation must ~~should~~ be incorporated to the lower traffic noise levels to within design levels. The primary shielding measures should be walls or berm/wall combinations. Wall design should include aesthetic planning. This is due to the residential/commercial area through which the project traverses. The locations of proposed walls are shown in figure #1. For ease of description, most walls will be drawn and described along R/W Lines. ~~Of course, actual construction will be offset of the R/W lines.~~

The impacted residences along Osage St. should have acoustical shielding provided by construction of a 6 ft. wall. A wall located on the R/W line from South of road station 147+50 Eastward to the Osage St. R/W. (See attached figure 1) This wall should lower L_{10} levels to 64/68 dBA in 1976/1996. ~~Thus, lowering traffic noise levels to within standards.~~

The motel presents difficult conditions for abatement. Wall construction would ~~be in~~ interfere~~nce~~ with will access. Parking would also be reduced by a barrier. Finally, management probably would not prefer the motel "hidden" from view. ~~A possible alternative to wall construction may be structural mitigation. Since exterior activity for a motel is minimal, interior noise reductions~~ through ~~due to~~ ~~double glazed windows may be a desirable solution.~~ ~~To proceed with this solution would require actual measurements of noise level reduction provided by the existing structure. This would provide data for abatement details.~~ rework to request exception

The residence remaining in the vacated trailer court can be abated through construction of a 6 ft. wall. The location of this barrier is shown in figure #1. The noise levels should be reduced 1-2 dBA, therefore, lowering levels to within design criteria. ~~The driveway location may have to be shifted Westward to allow adequate clear~~ance ~~to the wall.~~

The two houses along 4th Ave. can also be shielded through wall construction. A 6 ft. wall should provide the house on the West side of 4th Ave. with L_{10} levels of 61/65 dBA in 1976/1996. A barrier can be built allowing partial mitigation for the other residence. An 8 ft. wall commencing at the driveway and extending East along the R/W would lower levels to 68/72 dBA in 1976/1996. If the driveway access is moved to 4th Ave. instead of the Santiam Hwy., the wall may extend to 4th Ave. R/W and provide an additional 2 dBA attenuation. Thus, levels would drop to 66/70 dBA.

The residences East of the Holiday Mobile Home Park should be shielded by a combination berm/wall. This combination should be used due to the required barrier heighth and local topography (elevated roadway section). The wall should be located according to figure #1 and achieve a heighth of 8 ft. above the roadway surface. This location would require the changing of two driveway positions. This barrier should reduce L_{10} levels to 63/65 dBA in 1976/1996.

The Langmack Hospital and the adjacent residence can be partially abated through the construction of two 6 ft. walls. To accomplish this, access to the highway must not be allowed for the hospital. This would require only access to Holley Road. The residence access will probably have to remain in it's present location. If these barriers are constructed, levels should be reduced to 67/70 ~~69/72~~ dBA in 1976/1996.

LOWELL AMES Jr. D.L.C. NO. 47
OREGON ELECTRIC RAILWAY COMPANY
PLEASANT VALLEY ROAD
SWEET HOME
MAPLE STREET
SOUTH SANTIAM HIGHWAY
Impacted Receptors :
Walls or Berm/Wall Combinations :

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

003931

FILE NO. 48138

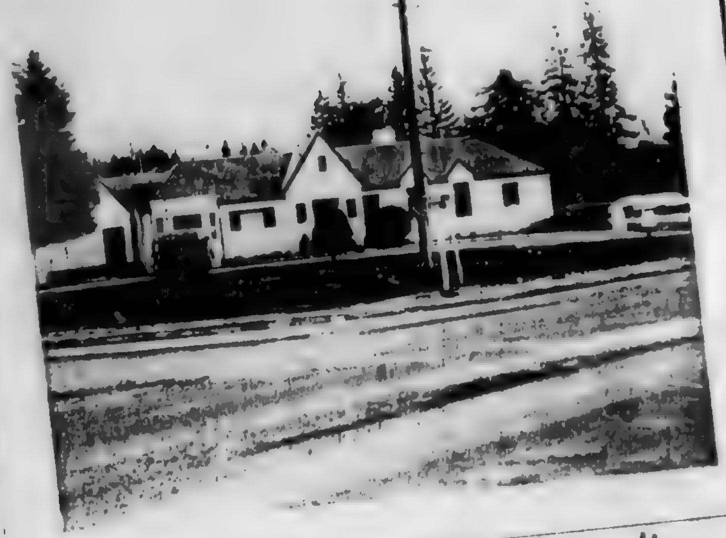
ORD OF SUBJECT PROPERTY

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING Southerly
TAKEN BY Davis
DATE TAKEN 3-3-75

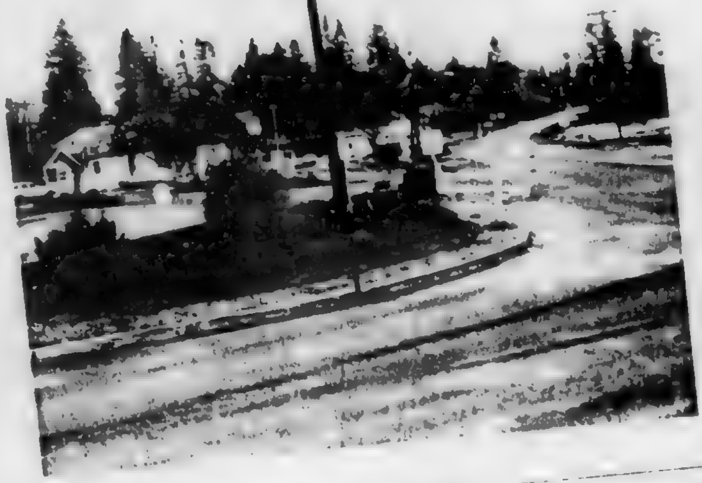
COMMENTS:

View of subject property.
Telephone pole is the same one evident in next view.

Day clinic, only - per R/W & City Mgr.



"LangMack Hospital"
(Now, EastLinn Hosp. Dist.)



SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING Westerly
TAKEN BY
DATE TAKEN

COMMENTS:

View of subject pr
along line of taking

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING
TAKEN BY
DATE TAKEN

COMMENTS:

10

Osage Street properties – have 59 dBA – would get 71 –
suggest a 6' to 8' wood wall – which should get 65-68 dBA

Motel – no practical attenuation

Trailer Ct. house
Houses at 4th Ave } would have small noise increase, high cost for attenuation – not justifiable expenditure
easterly house is part of large commercial ownership

Maple St. not practical to build wall (access points

House west of Hosp. small increase in noise – part of large commercial ownership

Hospital small increase in noise expected – suggest 6-8' wood wall if Hospital agrees – west cutoff wall would be on their property (Zone violation?)

walls $50-$70/ft

~~area~~	Exist Noise	1996 Projected	1996 w/wall	
Osage St. ✓	59	71	68	$15-$20,000 275' ~~300'~~ 6' wall $21,000
			Try 8' wood Wall	
Motel		73		
Trailer Court (hou...)	?	70	68-69	$15-$20,000 280' ~~450~~ 6' wall
4th Ave west east	71?	74	65 72 70 w/ relocated access	$42,000 130' 6' wall $6-$9,000 210' 8' wall 10-$15,000
Maple St	65	70	can't build - auto access 65	220' can't build $11,000-$15,000 ~~400'~~ 8' wall-berm ? 360' screen $18-$25,000
House w/of Hosp. ~~Hosp.~~	71	74	70 ~~100~~ 70	120' wall $6,000-$9,000 3500-5,000 70' W ~~220'~~ E 6' wall $21,000 11-15,000 $15-$20,000

Try 8' wood wall - w/access as is

8473

13

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 22, 1976

Mr. John Payne
Portland District Corps of Engineers
P. O. Box 2946
Portland OR 97208

Dear Sir:

Re: Osage Street Box Culvert
Sweet Home WCL
9th Avenue Section
Santiam Highway

The subject project involves grading, paving, signing, signals, landscaping and the reconstruction and lengthening of a box culvert at Osage Street. This culvert channels the flow of a small, unnamed, intermittent watercourse into the Santiam River. A map showing the location and a copy of the plans and profiles are enclosed.

According to the Sweet Home City Engineer, a large portion of the flow in the watercourse comes from the watering of lawns within a one-square-mile area. It apparently has no resident fish and does not serve as a spawning area. However, the Oregon Department of Fish and Wildlife has informed us that they will allow work on this culvert only between June 16 and August 31 in order to avoid any increase in turbidity in the Santiam River. This appears to be the only concern on this project.

Since the stream involved is intermittent and the amount of earthwork is very small, we would appreciate a disclaimer from you certifying that no Section 404 permit is required. We hope to open bids for this contract in October 1976.

Very truly yours,

Frank E. Terpin
Location Engineer

noted

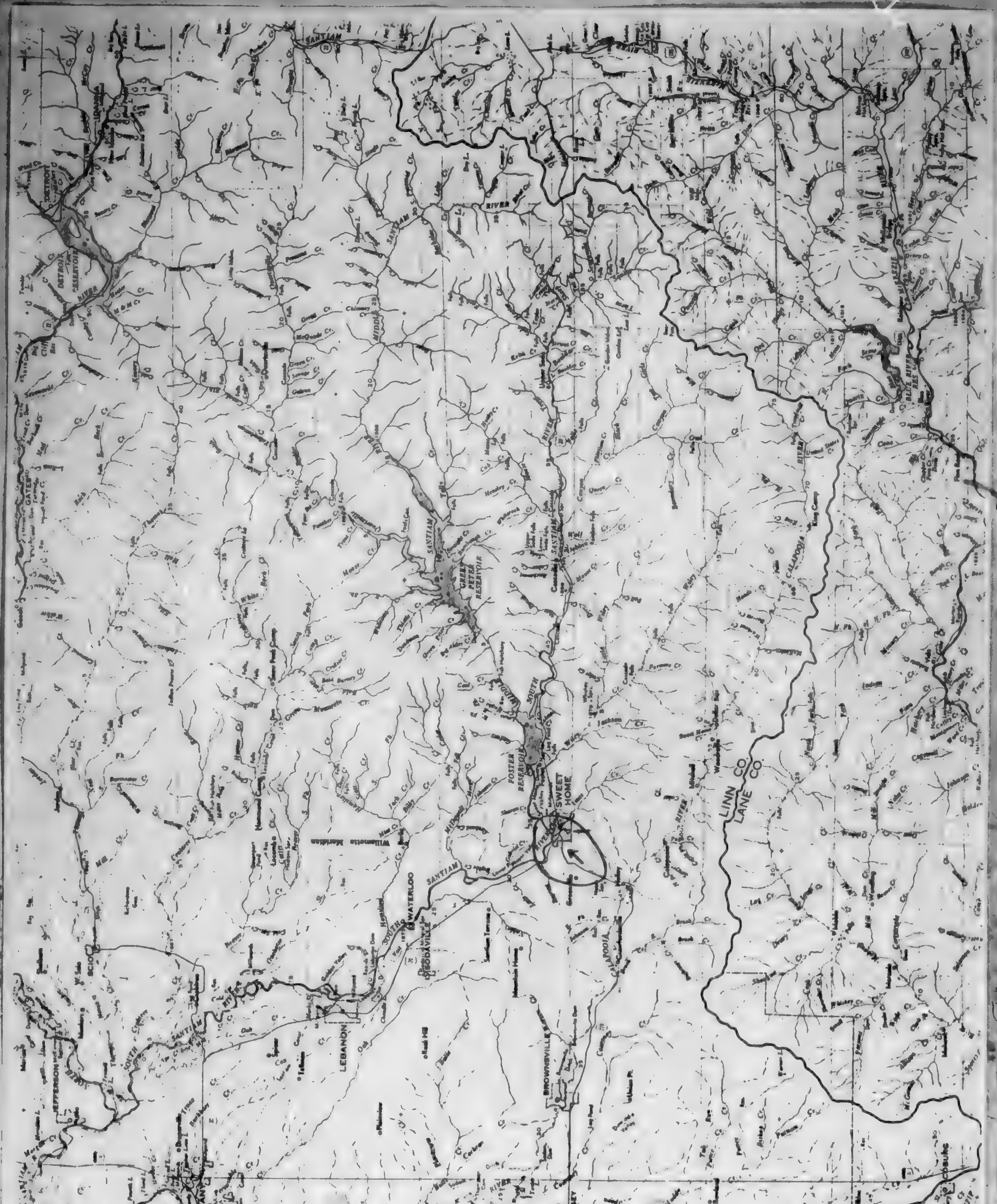
RECEIVED
STATE HWY ENGR
SEP 22 '76
REFER TO
FOR

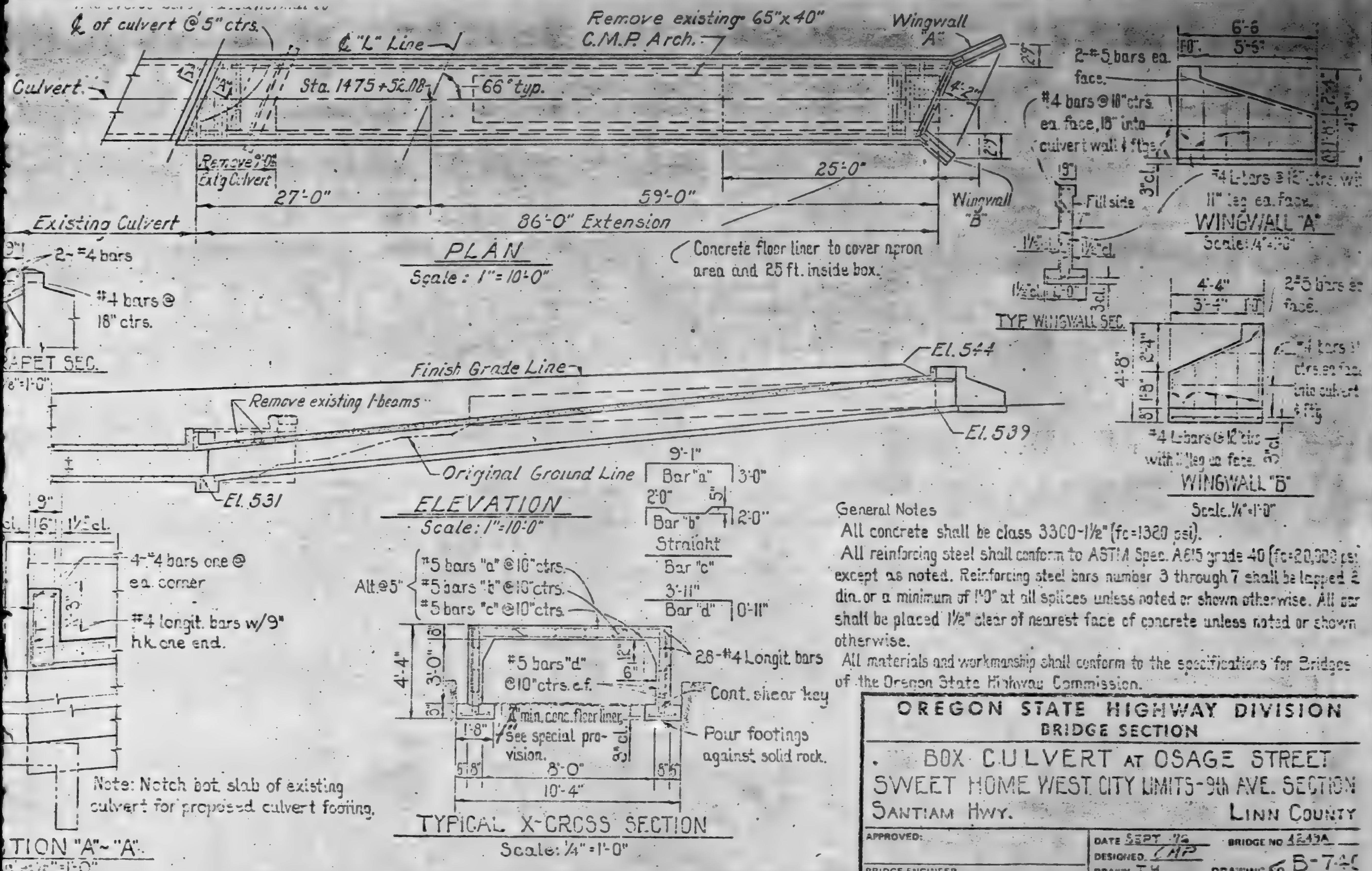
Info	Inves	R/D	D/R	Sign	Act	File

cy Fredrickson
9-23-76

Enc.
WAE:mc
bc E. S. Hunter C. G. Swenson
J. H. Versteeg D. E. Keyes
W. J. Hart

Form 81-734-3123


SANTIAM
DETROIT RESERVOIR
RIVER
MIDDLE SANTIAM RIVER
GREEN PETER RESERVOIR
SOUTH SANTIAM
FOSTER RESERVOIR
SWEET HOME
Willamette Meridian
WATERLOO
SODAVILLE
SCIO
LEBANON
BROWNSVILLE
CALAPOOIA
CALAPOOIA RIVER
LINN CO.
LANE CO.
BLUE RIVER RES.
McKENZIE
HALSEY
COBURG
JEFFERSON


℄ of culvert @ 5" ctrs.
Culvert.
℄ "L" Line
Remove existing 65"x40" C.M.P. Arch.
Wingwall "A"
Sta. 1475+52.08
66" typ.
4'-2"
Remove 9'-0" Ext'g Culvert
27'-0"
59'-0"
25'-0"
86'-0" Extension
Existing Culvert
Wingwall "B"
PLAN
Scale: 1"=10'-0"
Concrete floor liner to cover apron area and 25 ft. inside box.
2-#4 bars
#4 bars @ 18" ctrs.
PARAPET SEC.
Finish Grade Line
Remove existing I-beams
Original Ground Line
El. 544
El. 539
El. 531
ELEVATION
Scale: 1"=10'-0"
9'-1"
Bar "a"
3'-0"
2'-0"
Bar "b"
2'-0"
Straight
Bar "c"
3'-11"
Bar "d"
0'-11"
Alt. @ 5"
#5 bars "a" @ 10" ctrs.
#5 bars "b" @ 10" ctrs.
#5 bars "c" @ 10" ctrs.
#5 bars "d" @ 10" ctrs. e.f.
28-#4 Longit. bars
Cont. shear key
Pour footings against solid rock.
4" min. conc. floor liner. See special provision.
4'-4"
3'-0"
6"
1'-8"
8'-0"
10'-4"
TYPICAL X-CROSS SECTION
Scale: 1/4"=1'-0"
9"
16"
1½" cl.
4-#4 bars one @ ea. corner
#4 longit. bars w/9" hk. one end.
Note: Notch bot. slab of existing culvert for proposed culvert footing.
SECTION "A"-"A"
2-#5 bars ea. face.
#4 bars @ 18" ctrs. ea. face, 18" into culvert wall & ftg.
#4 L-bars @ 12" ctrs. with 11" leg ea. face.
6'-6
5'-5"
4'-8"
WINGWALL "A"
Scale: 1/4"=1'-0"
Fill side
1½" cl.
3" cl.
TYP. WINGWALL SEC.
4'-4"
3'-4"
2-#5 bars ea. face.
#4 bars @ 18" ctrs. ea. face into culvert & ftg.
#4 L-bars @ 12" ctrs. with 11" leg ea. face.
WINGWALL "B"
Scale. 1/4"=1'-0"

General Notes

All concrete shall be class 3300-1½" (fc=1320 psi).

All reinforcing steel shall conform to ASTM Spec. A615 grade 40 (fs=20,000 psi) except as noted. Reinforcing steel bars number 3 through 7 shall be lapped 2 dia. or a minimum of 1'-0" at all splices unless noted or shown otherwise. All bars shall be placed 1½" clear of nearest face of concrete unless noted or shown otherwise.

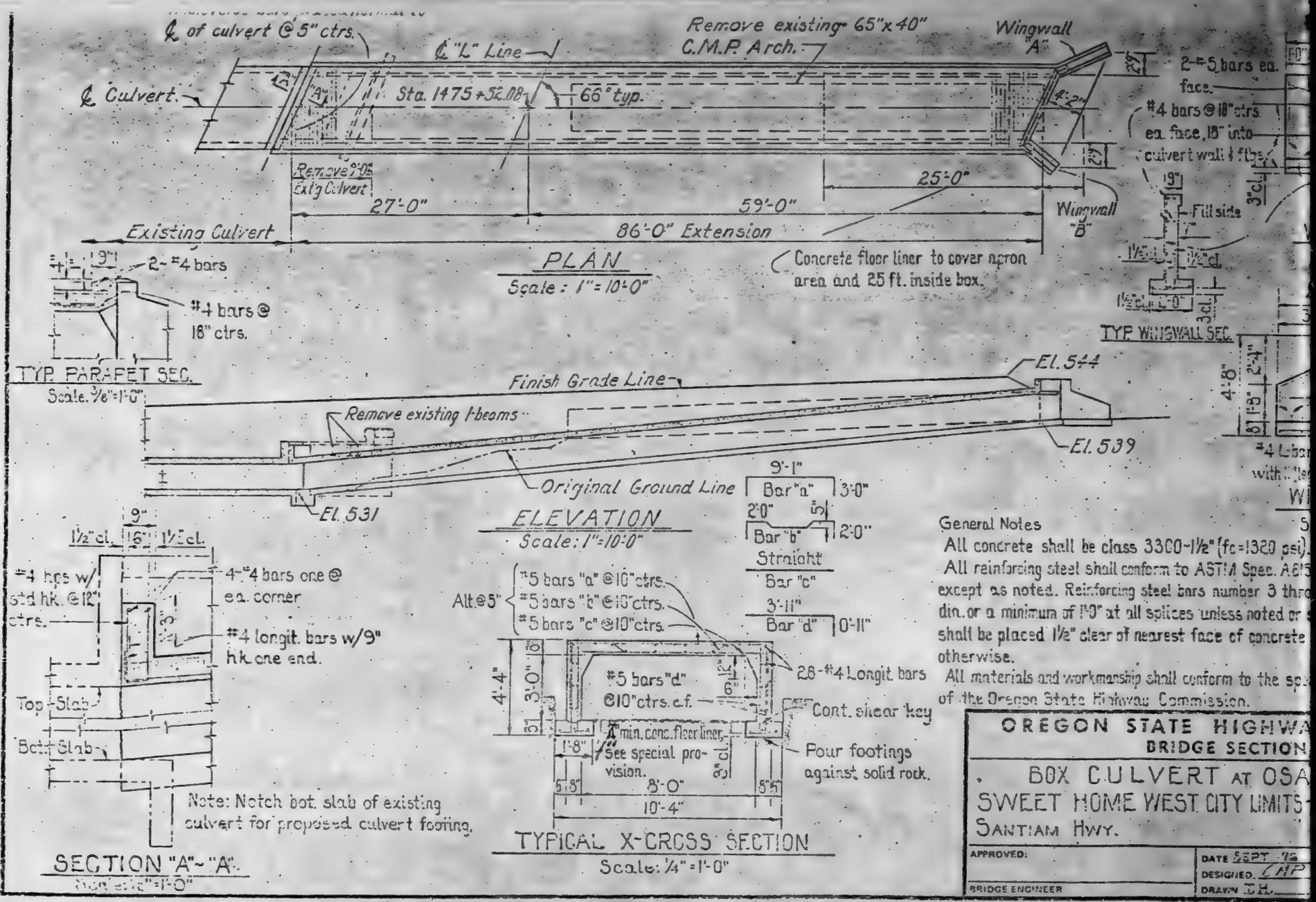
All materials and workmanship shall conform to the specifications for Bridges of the Oregon State Highway Commission.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

BOX CULVERT AT OSAGE STREET
SWEET HOME WEST CITY LIMITS-9th AVE. SECTION
SANTIAM HWY. LINN COUNTY

APPROVED:
BRIDGE ENGINEER

DATE SEPT. '76
BRIDGE NO. 4249A
DESIGNED CMP
DRAWN J.H.
DRAWING NO. B-745


℄ of culvert @ 5" ctrs.
℄ "L" Line
Remove existing 65"x40" C.M.P. Arch.
Wingwall "A"
℄ Culvert.
Sta. 1475+52.08
66° typ.
4'-2"
2'-9"
2-#5 bars ea. face.
#4 bars @ 18" ctrs. ea. face, 18" into culvert wall & ftgs.
Remove 2'-0" Ext'g Culvert
27'-0"
59'-0"
25'-0"
Existing Culvert
86'-0" Extension
Wingwall "B"
Concrete floor liner to cover apron area and 25 ft. inside box.
PLAN
Scale: 1"=10'-0"
19"
Fill side
7"
1½" cl.
1½" cl.
1'-0"
3" cl.
TYP. WINGWALL SEC.
9"
2-#4 bars
#4 bars @ 18" ctrs.
TYP. PARAPET SEC.
Scale: 3/8"=1'-0"
El. 544
Finish Grade Line
Remove existing I-beams
El. 539
Original Ground Line
El. 531
ELEVATION
Scale: 1"=10'-0"
4'-8"
2'-4"
1'-8"
5"
#4 L-bar
with
9'-1"
Bar "a"
3'-0"
2'-0"
5"
Bar "b"
2'-0"
Straight
Bar "c"
3'-11"
Bar "d"
0'-11"
9"
1½" cl.
6"
1½" cl.
#4 hps w/ std hk. @ 12" ctrs.
4-#4 bars one @ ea. corner
3'-0"
#4 longit. bars w/9" hk. one end.
Top Slab
Bott. Slab
Note: Notch bot. slab of existing culvert for proposed culvert footing.
SECTION "A"-"A"
Scale: ½"=1'-0"
Alt. @ 5"
#5 bars "a" @ 10" ctrs.
#5 bars "b" @ 10" ctrs.
#5 bars "c" @ 10" ctrs.
4'-4"
3'-0"
6"
5"
#5 bars "d" @ 10" ctrs. e.f.
6"
28-#4 Longit. bars
Cont. shear key
4" min. conc. floor liner, See special provision.
3" cl.
Pour footings against solid rock.
1'-8"
5'-5"
8'-0"
5'-5"
10'-4"
TYPICAL X-CROSS SECTION
Scale: ¼"=1'-0"

General Notes

All concrete shall be class 3300-1½" (fc=1320 psi).

All reinforcing steel shall conform to ASTM Spec. A615 except as noted. Reinforcing steel bars number 3 thro dia. or a minimum of 1'-0" at all splices unless noted or shall be placed 1½" clear of nearest face of concrete otherwise.

All materials and workmanship shall conform to the sp of the Oregon State Highway Commission.

OREGON STATE HIGHWA
BRIDGE SECTION

BOX CULVERT AT OSA
SWEET HOME WEST CITY LIMITS
SANTIAM HWY.

APPROVED:

BRIDGE ENGINEER

DATE SEPT. '76
DESIGNED CHP
DRAWN T.H.

P.C. Conc. Type "A" Driveways-9 (Total)
etails, See Sheet 2 A)
lo. 2077

P.C. Conc. Walk

Type "C" Curb
o. 2077

idewalk Ramps-9 (Total)
6+28
8.C. (In Pl.)
54" Arch Type Metal Pipe
Parapet, Apron & Headwall
78' Rt
00-1½ Conc.-55 C.Y.
ement-8,600 Lbs.
80 C.Y
796, 17292 & 24635

uard Rail-337.5' (Type IA)

Anchor-1 (Type 2)
"B" End Piece-1

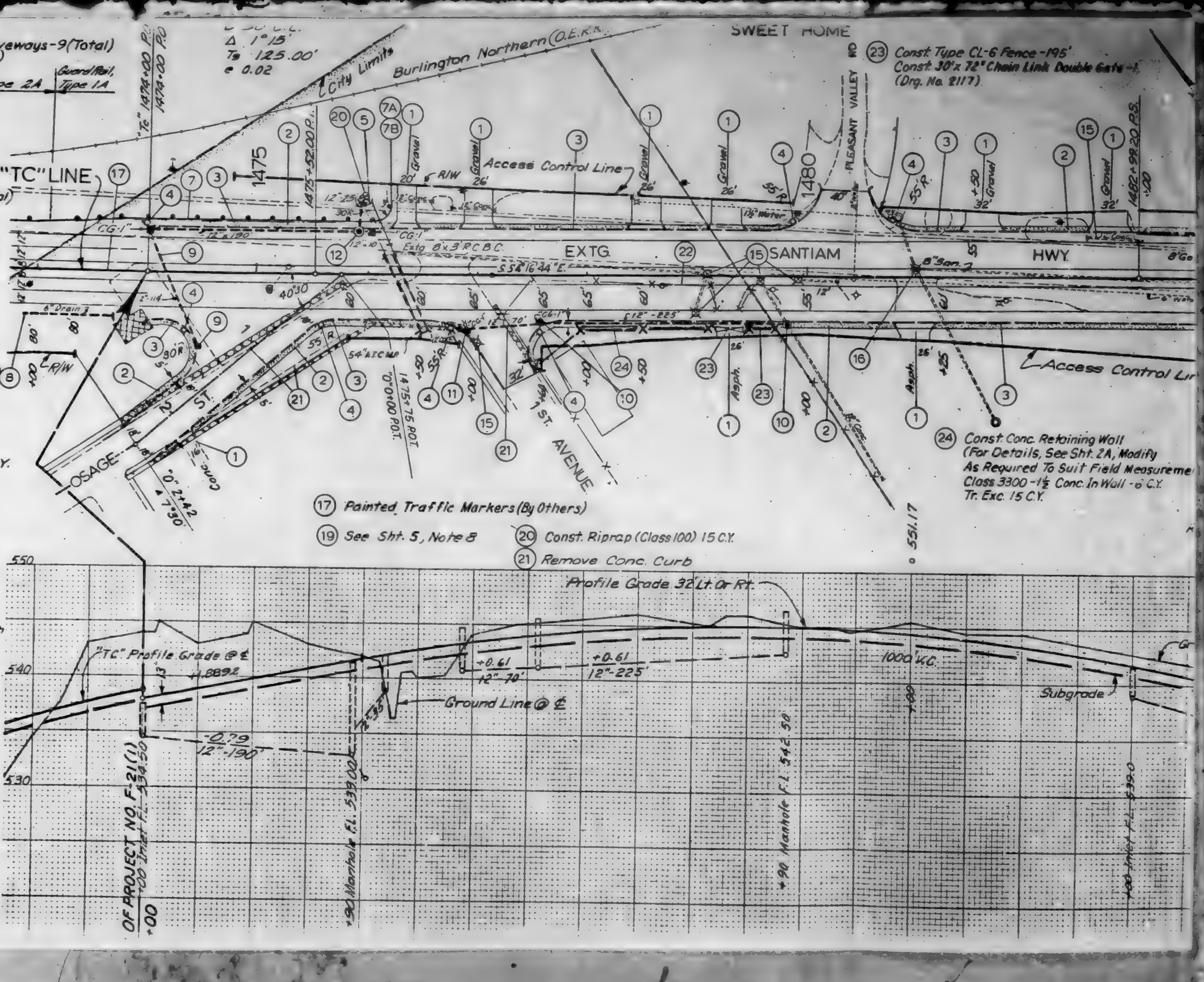
rain Pipe-180'
Filter Material-27 C.Y.
27 C.Y.

+00
2 Type "CG-1" Inlets
Sewer Pipe-114'
50 C.Y.

9+60
Manhole
tg. 12" Conc. Pipe South
pe "CG-1" Inlet
Sewer Pipe-295'
30 C.Y.

6+90, Rt.
ype "CG-1" Inlet
tg 12" Conc. Pipe
2 C.Y.

5+90
Manhole
pe "CG-1" Inlet
Sewer Pipe-225'
30 C.Y.



(23) Const. Type CL-6 Fence-195'
Const. 30"x 72" Chain Link Double Gate-1
(Drg. No. 2117)

(24) Const. Conc. Retaining Wall
(For Details, See Sht. 2A, Modify
As Required To Suit Field Measureme
Class 3300-1½ Conc. In Wall-6 C.Y.
Tr. Exc. 15 C.Y.

(17) Painted Traffic Markers (By Others)

(19) See Sht. 5, Note 8

(20) Const. Riprap (Class 100) 15 C.Y.

(21) Remove Conc. Curb

Δ 1°15'
Tg 125.00'
e 0.02
SWEET HOME
Burlington Northern (O.E.R.R.)
City Limits
Guard Rail, Type 2A
Guard Rail, Type 1A
"TC" 1474+00 P.O.
1474+00 P.O.
"TC" LINE
1475
1475+52.00 P.I.
1480
1482+99.20 P.S.
PLEASANT VALLEY RD
Access Control Line
R/W
Gravel
Asph.
55' R.
EXTG.
SANTIAM
HWY.
S 54°16'44" E.
Extg. 8'x 3' R.C.B.C.
"CG-1"
12"-190
12"-70'
12"-225'
8" San. 2
1½" Water
6" Drain
54" A.T.C.M.P.
1475+75 P.O.T.
"0" 0+00 P.O.T.
"0" 2+42
Δ 7°30'
OSAGE
2nd ST.
1 ST. AVENUE
Conc.
551.17
550
540
530
"TC" Profile Grade @ ℄
Profile Grade 32' Lt. Or Rt.
+.8892
+0.61
12"-70'
+0.61
12"-225'
-0.79
12"-190'
1000' V.C.
Ground Line @ ℄
Subgrade
OF PROJECT NO. F-21(1)
+00
+00 Inlet F.L. 534.50
+90 Manhole F.L. 539.00
+90 Manhole F.L. 542.50
+00 Inlet F.L. 539.0

① Const. P.C. Conc. Type "A" Driveways-9 (Total)
(For Details, See Sheet 2 A)
Drg. No. 2077

② Const. P.C. Conc. Walk

③ Const. Type "C" Curb
Drg. No. 2077

④ Const Sidewalk Ramps-9 (Total)

⑤ Sta. 1476+28
8'x3' R.C.B.C. (In Pl.)
Remove 54" Arch Type Metal Pipe
Remove Parapet, Apron & Headwall
Extend-78' Rt
Class 3300-1½ Conc.-55 C.Y.
Reinforcement-8,600 Lbs.
Tr. Exc. 180 C.Y.
Drg No. 9796, 17292 & 24635

⑦ Const. Guard Rail-337.5' (Type 1A)

7A Const. Anchor-1 (Type 2)
7B Inst. "B" End Piece-1

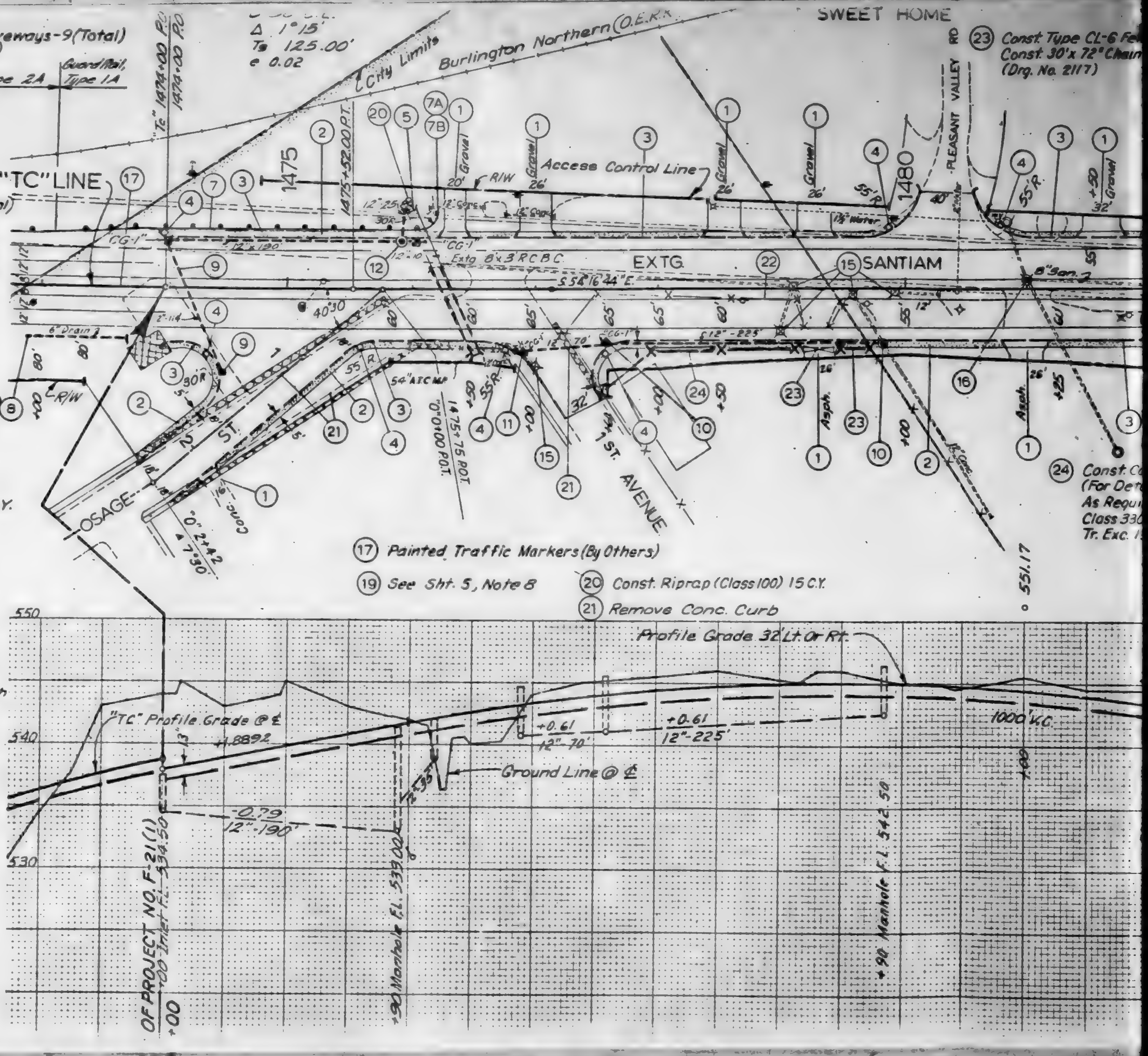
⑧ Inst. 6" Drain Pipe-180'
Special Filter Material-27 C.Y.
Tr. Exc 27 C.Y.

⑨ Sta. 1474+00
Const. 2 Type "CG-1" Inlets
Inst. 12" Sewer Pipe-114'
Tr. Exc. 50 C.Y.

⑩ Sta. 1479+80
Const. Manhole
Conn. Extg 12" Conc. Pipe South
Const Type "CG-1" Inlet
Inst. 12" Sewer Pipe-295'
Tr. Exc. 130 C.Y.

⑪ Sta. 1476+90, Rt.
Const. Type "CG-1" Inlet
Conn. Extg 12" Conc. Pipe
Tr. Exc. 2 C.Y.

Sta 1475+90
⑫ Const. Manhole
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-225'
Tr. Exc. 30 C.Y.


SWEET HOME
Δ 1°15'
Ts 125.00'
e 0.02
City Limits
Burlington Northern (O.E.R.R.)
Guard Rail, Type 2A
Guard Rail, Type 1A
"Tc" 1474+00 P.O.
1474+00 P.O.
"TC" LINE
1475
1475+52.00 P.T.
R/W
Access Control Line
Gravel
26'
20'
12" Conc.
1½" Water
CG-1
12"x120'
Extg 8'x3' R.C.B.C.
EXTG.
SANTIAM
S 58°16'44" E
1480
55'R
40'
PLEASANT VALLEY RD
8" San.
40°30'
6" Drain
54" A.T.C.M.P.
1475+75 P.O.T.
"O" 0+00 P.O.T.
12"-225'
Asph.
OSAGE
ST.
1ST. AVENUE
Conc.
"O" 2+42
Δ 7°30'
551.17
⑰ Painted Traffic Markers (By Others)
⑲ See Sht. 5, Note 8
⑳ Const. Riprap (Class 100) 15 C.Y.
㉑ Remove Conc. Curb
Profile Grade 32' Lt. Or Rt.
550
540
530
"TC" Profile Grade @ ℄
+1.8892
+0.61
12"-70'
+0.61
12"-225'
1000' V.C.
Ground Line @ ℄
-0.79
12"-190'
OF PROJECT NO. F-21(1)
+00 Inlet F.L. 534.50
+00
+90 Manhole F.L. 533.00
+90 Manhole F.L. 542.50
㉓ Const. Type CL-6 Fe
Const. 30'x 72" Chain
(Drg. No. 2117)
㉔ Const. Co
(For Det
As Requi
Class 330
Tr. Exc. 1

8473 15

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 9, 1976

RECEIVED
STATE HWY ENGR
SEP 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Noted
GJ2

TO: Mr. Glen L. Green
Oregon Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY GEORGE HOPKINS

FROM: George N. Hopkins
Program Development Engineer

RE: Oregon Project No. RF-196(3)
Sweet Home W.C.L.-9th Avenue Section
Santiam Highway, No. 18
City of Sweet Home

Attached hereto are two conformed copies of a construction agreement covering right-of-way acquisition, utility adjustments, supervision of construction, and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under the date of August 2, 1976.

Please give this matter your consideration and, if your concurrence is required, notify this office and original copies from the Oregon Transportation Commission files will be presented for the proper signatures.

GNH/MCH:sch

Attachment

cc: E. S. Hunter
J. L. Sollis
C. W. Head
D. E. Swan

8473

1

September 7, 1976

City of Sweet Home
City Hall
Sweet Home, OR 97386

Attention: David M. Crutcher
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5752

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the West City Limits-9th Avenue Section of the Santiam Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8473 8-25-76 15

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-21(1)

STATE PROJECT NO.
Sweet Home WCL-9th St.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-116

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
8-25-76

FEDERAL ROUTE NUMBER
Primary 21

STATE ROUTE NUMBER
Primary 16

GENERAL LOCATION:
US 20, WCL Sweet HOme SE 0.51 Miles

GENERAL DESCRIPTION OF WORK:
Grade, Drain, High Type Pavement and Traffic Signal (Code 6203-Y031
Including RR Protective Service and Utility Adjustments. Miles 0.51)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Approval

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 8-19-76 letter I approve the subject project for inclusion in the Federal-aid program.

DATE 8-25-76

SIGNATURE OF APPROVING OFFICIAL
D. K. [illegible] for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-681-095

9473

1

~~PRO 6-2~~

August 19, 1976

TO : G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. F-21(1)
Linn County

We are submitting program data for one project, Item No. RF-116, Project No. F-21(1), "Sweet Home WCL - 9th Avenue Section", which we desire to have included in the Federal-Aid Consolidated Primary Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on September 23, 1976.

One copy each of the State Clearinghouse and District 5 Clearinghouse A-95 review letters of approval were previously forwarded with our February 28, 1972 request for location/design approval.

JLG:pal
Enclosure

cc: Alfred Shirley, Jr. (Region3)

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

8-19-76

PROJECT LOCATION (45 typewriter spaces) (20) 21 US 20, WCL Sweet Home, S.E. 0.51 Mile 65	**ADT**	PRESENT 7,700	FUTURE (66) 13,100 (70)	YEAR (71) 96 (72)	REGION 10	STATE NAME Oregon		STATE CODE 41	APPN CODE 010	ITEM NO. RF 116

ROPOSED WORK (35 typewriter , H. T. Pave, Traf. Sig 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 F- 23	NUMBER 7 21	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

L FUNDS
Consolidated Primary

REA

COUNTY NAME Linn
CODE 043 (14) (16)

ROUTE NO. P
FEDERAL-AID *21 (32)
STATE 16 (36) (37)
U.S. 20 (41)

PROGRAM STAGE
☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (78)			
PE								
ROW								RR Protective Service as required Utility adj. as required
CONST (CODE) 6203 Y031		"Sweet Home WCL-9th Avenue Section"	0.51	965,000	827,000	138,000		
ARED BY CL		**PROJECT TOTALS**	0.51	965,000	827,000	138,000		ROW-90' min.; Access control-Partial; Parking Restrictions None.
				(16) (23)	(24) (33)			

AM APPROVAL DATES

*old FAP 37, Project F-196(-)

REMARKS

Additional Data: Items RF-6 & 58; Project Nos. RF-196 (28) & RF-196(30) respectively.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

8-19-76

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 20, WCL Sweet Home, S.E. 0.51 Mile	ADT	PRESENT 7,700	FUTURE 13,100	YEAR 96	REGION 10	STATE NAME Oregon	STA COD 4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H. T. Pave, Traf. Sig	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 21	SEQ. N (1)

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Linn			CODE 043
	NAME OF URBAN AREA -------	ROUTE NO. P	FEDERAL-AID *21	STATE 16	U.S. 20

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) 6203 Y031		"Sweet Home WCL-9th Avenue Section"	0.51	965,000	827,000	138,000	
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.51	965,000	827,000	138,000	

1	14	PROGRAM APPROVAL DATES	REMARKS

RR
as
Uti
req

ROW
con
Par
Mon

*old FAP 37, Project F-196(-)

Additional Data: Items RF-6 & 58; Proj
(28) & RF-196(30) respectively.

SWEET HOME WCL - 9th AVENUE SECTION

PROJECT NO. F-21(1)

Remarks Continued:

Project Data: The work consists of grade, drain, high type pavement, signing, landscaping and installation of traffic signals to provide an 84-foot curbed roadway with four 12-foot lanes, 16-foot median, 10-foot parking each side and 6-foot sidewalk/bikeway on each side. Adjustment of utilities as required and railroad protective service as required.

Requirements of IM-50-1-70, FHPM 7-7-2, FHPM 7-7-5: The cited requirements were complied with under Project No. RF-196(28).

Data for PR-37:

Roadway (Type Code 6203) --------------------------	$940,000
Traffic Signals (Type Code Y031) ------------------	25,000
TOTAL ESTIMATED COST	$965,000

Note:

(1) This project is in congressional District No. 4.

(2) On-the-job Trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

8473

PRO 6-2

August 19, 1976

TO Executive Department
Federal-Aid Coordination Unit

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal-Aid Funding Application

In Compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following Consolidated Primary Fund project.

Item No.	Project No.	Section Name & PNRS No.
RF-116	F-21(1)	Sweet Home WCL - 9th Avenue Section (Vail Creek - Sweet Home) #71.0503

CL:pal
cc: G. L. Green (FHWA)
D. E. Swan

-8473 16 w

FORM C1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 15, 1976

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILES

-#8473

SUBJECT: Sweet Home WCL-9th Avenue Section
AND
Roaring Creek-Sweet Home Section
Santiam Highway
Linn County

[illegible] 21-4
[illegible]

A design review was held in Albany and Sweet Home on the subject projects. In attendance were:

G. W. Wimer, Region Construction Engineer
Dick Schimelfenyg, F.H.W.A.
Bryant Jackmond, Construction
Keats Oliver, Resident Engineer
F. W. Yarbrough, Location
Howard C. Johnson, District Engineer
W. E. Cole, Final Design
Jerry Miller, Final Design
Jim Butler, Specifications
Gordon Johnson, City Engineer (Sweet Home)

REMARKS---

ROARING CREEK-SWEET HOME SECTION

1. The rock inlay section station 1405 to Station 1410 (See Details on sheet 2B) will be revised. The 8-inch perforated drain pipe underdrain located at the edge of the roadway shoulder will be relocated under the ditch adjacent to the rock inlay face so as to intercept and drain the anticipated water that follows the slope plane 8' to 10' below the proposed subgrade. Due to the visable fault line cracking above the existing road as well as the seismic work in this vicinity, together with the maintenance history of the slide this corrective measure was agreed by all of those present that the additional cost was good insurance to correct this condition.

   The plans call for the construction of 2000 lin. ft. of concrete retaining wall adjacent to the Burlington Northern (OERR) to retain the roadway fill. Fred Yarbrough suggested that due to the length of this proposed wall we should consider giving the contractor the option to use the "Reinforced Earth Fill Technique" (Precast Concrete Panels). We will take this under advisement.

SWEET HOME WCL-9th AVENUE SECTION

2. The excess material from the "9th Avenue-18th Avenue (Sweet Home) Section" approximately 1500 cy to 2000 cy adjacent to the existing roadway Station 1464 to Station 1468 will be incorporated in this project. You will note that the preliminary plans show a borrow situation of approximately 7000 cy.

3. Base Design Revision

The proposed Base Design for this project is:

2"--Future Final Asphaltic Concrete Wearing Course
2"--Asphaltic Concrete Wearing Course
2"--Asphaltic Concrete Base Course
8"--Treated Base — Immediate Application, 12"
6"--Lime Treated Subgrade

The revised Base Design for this Project is:

2"--Future Final Asphaltic Concrete Wearing Course
2"--Asphaltic Concrete Wearing Course
11"-Asphaltic Concrete Base Course — Immediate Application, 13"

The above was revised for these reasons:

A. Solid rock will be encountered for approximately 1/4 of the length of this project.
B. The shortage of Lime in Oregon ~~would~~ does not preclude the use of cement to treat the subgrade.
C. Due to the heavy traffic east and west as well as the local cross traffic in and out of businesses and side streets would eliminate the use of treated base (especially C.T.B.). Clarence Gregg has agreed with this proposal and will contact F.H.W.A. for their approval.

4. Region has recommended that we revise the alignment and grade on Osage Street due to the heavy traffic in and out of the Sweet Home Elks Club. With the controls encountered we can reduce the gradient from 12% to 10% at best.

5. The plans indicated a 5' walk from station 1496 Rt. to 1498+15 Rt. This walk will be changed to 6'.

6. Gordon Johnson, Sweet Home City Engineer, informed us that there is still some questions as to the closure of Maple Street East of 4th Avenue. Hopefully, the city council meeting to be held Tuesday evening, July 13th, will resolve this problem. Jerry Wimer informed him that without this agreement between the City and the State this project would be held up. Dick Schimelfenyg, F.H.W.A., indicated that Federal approval would not be given if Maple Street is not vacated as proposed.
Gordon also requested that 4th Avenue connection on the south be changed from 24' wide to 32' wide. We will make this revision as requested. He also stated that the types of plants to be used in the landscaped areas shown on the plans will be discussed at the meeting mentioned above.

7. Gerald Wimer requested some revisions and additions for the Temporary Protection and Direction of Traffic plans. Bill Beard has been informed of these requests.

8. Wimer and Howard Johnson requested the addition of short retaining wall be placed behind the proposed walk between Station 1477+90 to Station 1478+50 on the south side of the roadway in front of the State Maintenance yard. This wall would be approximately 3' high and would provide more area for access of equipment in and out of the maintenance shed. We will incorporate this in our plans. A chain link fence will also be placed on top of this wall and connected to the existing maintenance yard fence.

WEC:az
cc: To all participants.

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
JUL 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8474 Butte Cr.-Halsey Int. Sec. 1977
of Pac. Hwy. S. of Albany
(Roadside improvement)

8474

8

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 625

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-16-79

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 2-16-79	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. I-5-4(83)216
COMPLETION DATE 3-29-77 6-24-77	ACCEPTANCE DATE BY CONTRACT AGENCY 11-15-77 12-7-77	TIME ELAPSED -- %	CONTRACT TIME Completion Date 6-30-77
APPROVED EXTENSIONS See below	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LEBANON ROAD INTCH.-HALSEY INTCH.
I-5 PACIFIC HIGHWAY
Roadside Improvement

This project provided for the landscaping of 11.6 miles of Interstate highway. Work consisted of furnishing and planting trees, shrubs, vines, and incidental work common to this type of project. The project was divided and contracted as two separate projects: Lebanon Road Interchange to Butte Creek (5.0 miles) and Butte Creek to Halsey Interchange.

The final project cost was $104,700.45 which was very close to the original estimate of $102,347.27.

The final inspection of the project (both contracts) was made November 7, 1977. With the planting being completed in the spring of 1977, the establishment period was originally set to end in the fall of 1977. At the final inspection it was determined desirable to extend the establishment period to the fall of 1978.

All appropriate documents have been received and the project is considered acceptable.

RECEIVED STATE HWY ENGR
FEB 22 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

COPY SENT
FEB 21 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 2-20-79	TITLE Field Operations Engineer DATE 2-21-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8474 8

December 13, 1977

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

On December 9, 1977, we wrote to you concerning release of final payment on Contract No. 8474 awarded to Pacific Northwest Landscaping for roadside improvement on the Butte Creek-Halsey Interchange Section of the Pacific Highway in Linn County.

Final payment on this contract is $500 and the total contract amount is $48,909.20. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Pacific Northwest Landscaping
P. O. Box 308
Lafayette, OR 97127

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

#8474 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINIST ION 10-27-77

9

LETTER OF APPROVAL /OR AUTHORIZATI N

FEDERAL AID PRO
I 5-4(83)216

STA OJECT NO.
See Below

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem,Oregon

PROGRAM NO.

ITEM NO.
I 862

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 9-1-76	DATE AUTHORIZATION EFFECTIVE 6-15-77	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"Butte Creek - Halsey Interchange"

GENERAL DESCRIPTION OF WORK:
Provide for second year plant establishment work by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-3-77 and based on the data submitted, you are authorized to proceed with the use of State Forces under State Force Order No 1 as being in the public interest, at a total estimated cost not to exceed $3,500 Federal Funds $3,225.

NOTED
F. B. KLABOE

Swan
11-1-77

DATE 10-27-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8474

1-5

7-28-77

Butte Creek-Halsey Interchange
Roadside Improvement
Contract 8474 Prefix 622-1063

NARRATIVE REPORT

The contract for this project was awarded February 1, 1977 to Pacific Northwest Landscaping, who had submitted the second-lowest of the bids received. The low bidder was disqualified through his failure to comply with minority business solicitation requirements.

Work commenced March 30, 1977 and proceeded at a somewhat leisurely pace until the end of the construction phase on June 24,1977, just six days prior the specified completion date of June 30, 1977.

No special problems ensued during the planting operations. The 15 to 18 inch rose plants specified looked skimpy in comparasion to the larger plants put in on another contract project just north of this section. Those plants which looked particularly runty and woebegone were replaced prior to the final inspection on June 28, 1977.

The Highway Division should review its present policy of paying for landscape materials by unit prices. Soil conditioner, bark mulch and the required number of plants are already being computed with reasonable accuracy.

These items could be lump sum, thus freeing the inspector from the responsibility ~~for~~ for measuring hauling vehicles and counting loads, and from the time-consuming chore of counting thousands of plants and shrubs. The net result would be to reduce the cost of field engineering for projects of this nature.

The only item of extra work was State Force Order No. 1 which was initiated to provide for second year establishment period work to be done by State maintenance crews. This is a fairly recently developed policy wherein FHWA participates in the cost of this work.

J. M. Martin
Resident Engineer

2 Versteeg
1 Olson
Christensen
Scott
Swenson
Savage
Tr[illegible]

RECEIVED
JUL 28 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

8474

1-5

7-28-77

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JMMartin
J. M. Martin
Resident Engineer

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ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

STATEMENT OF OVERRUNS AND UNDERRUNS

Butte Creek-Halsey Interchange
Pacific Highway Linn County
Contract No. 8474 Prefix: 622-1063
F.A.P. No. I-5-4(83)216

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT
Contract Bid Items	49,375.00	48,909.20	-0.9%
Anticipated Items	100.00	-0-	-100.0%
Contingencies	2,226.38	3,500.00*	+57.2%
Engineering	4,947.50	4,947.50	0
Total	56,648.88	57,356.70	+1.2%

* Work not yet performed.

STATEMENT OF OVERRUNS AND UNDERRUNS

Butte Creek-Halsey Interchange
Pacific Highway Linn County
Contract No. 8474 Prefix: 622-1063
F.A.P. No. I-5-4(83)216

ITEM NO. & DESCRIPTION PLAN QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
1) Temporary Protection & Direction of Traffic	100%	-0-	-0-
2) Temporary Signs 430 sq. ft.	315	-115.0	-26.7%
Contractor's methods of operation did not require the full amount of signing anticipated.			
3) Flagmen 60 hours	-0-	-60.0	-100.0%
Contractor's method of operation did not require the use of flagmen.			
4) Furnishing & Placing Topsoil 75 cu. yd.	-0-	-75.0	-100.0%
Use of topsoil was not needed as originally anticipated.			
5) Furnishing & Planting Trees 19 each	19	-0-	-0-
6) Furnishing & Planting Shrubs 2980 each	2,966	-14	0.5%
Within close conformance to the plan quantity.			
7) Furnishing & Planting Roses 7320	7,546	+226	+3.1%
Area to be planted required the use of a few more plants than estimated.			

ITEM NO. & DESCRIPTION PLAN QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
8) Bark Mulch 150 units	159.5	+ 9.5	+6.3%

Adequate coverage necessitated the use of additional material.

9) Soil Conditioner 1110 cu. yd.	1,111.50	+ 1.5	+0.1%

Within close conformance to the plan quantity.

State Force Order

1) 2nd year plant establishment work $3,500	Work not yet performed.

Continued upkeep on planting beds to be performed by State forces.

Engineering

$4,947.50	$4,860	-87.5	-1.8%

Remaining amount will be needed during establishment period.

8474 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Butte Creek-Halsey Int.		WEEK ENDING July 2, 1977
		SECTION PREFIX 622-1063
	HIGHWAY Pacific	COUNTY Linn
NAME OF JOB Butte Creek-Halsey Interchange	KIND OF WORK Roadside Improvement	
CONTRACTOR Pacific NW Landscaping	CONTRACT NUMBER 8474	FEDERAL AID PROJECT NUMBER I-5-4(83)216
DATE OF CONTRACT February 1, 1977	DATE WORK STARTED March 30, 1977	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 56,648.88	SPECIFIED COMPLETION DATE June 30, 1977	PERCENT OF TIME ELAPSED 97%
EXCLUSIVE OF ENGINEERING: $ 51,701.38	ENGINEERING AUTHORIZATION $ 4,947.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,409.20	ENGINEERING COST TO DATE $ 4,902	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.2%
ESTIMATED PERCENT: UNDERRUN 1.4 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: June 24, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Fair			
MONDAY 27	Fair			
TUESDAY 28	Fair			
WEDNESDAY 29	Fair			
THURSDAY 30	Fair			
FRIDAY 1	Fair			
SATURDAY 2				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 5 1977
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection of the construction phase of this project was held Tuesday, June 28, 1977. Those present were John Sheldrake, Region II Engineer, Robert Royer, Region II Construction Engineer, Lynn McKibben, Asst. District Engineer, H. D. Raymond, Contractor, and J. M. Martin, Resident Engineer.

Semi-final to be submitted by July 8, 1977.

This is the final report.

SIGNED JM Martin LOCATION Albany
J. M. Martin, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8474

STATE COPY

13

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-97	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3 - 15 - 77	STATE Oregon COUNTY Linn PROJECT NO. I-5-4(83)216

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lebanon Rd. Int.-Halsey Int.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$97,211.00	$89,666.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer MAR [illegible]

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

GPO 889-137

G File

Oregon State Highway Division
Salem, Oregon, March 9, 1977

Federal-aid Project
No. I-5-4(83)216

LEBANON ROAD INT.-HALSEY INT. SECTION
PACIFIC HIGHWAY
LINN COUNTY

Project Agreement Estimate.

Type Code Y003
Lebanon Road-Butte Creek Unit (Sta. 1400+00 to Sta. 1677+70)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Temporary Signs	430 sq.ft.	4.00	1,720.00
Flagmen	60 hour	12.00	720.00
Furnishing and Placing Topsoil	75 cu.yd.	4.50	337.50
Furnishing and Planting Trees	7 only	17.50	122.50
Furnishing and Planting Shrubs	6,675 only	4.00	26,700.00
Bark Mulch	93 unit	55.00	5,115.00
Soil Conditioner	685 cu.yd.	5.25	3,596.25
			$39,811.25

Anticipated Items		
Temporary Erosion Control (E.W.)	All Required	$ 100.00
	Subtotal	$39,911.25
	Engineering	5,787.75
	Total	$45,699.00

Type Code Y003
Butte Cr.-Halsey Int. Unit (Sta. 1679+66 to Sta. 2010+00)

Temporary Protection and Direction of Traffic	All Required		$ 7,000.00
Temporary Signs	430 sq.ft.	5.15	2,214.50
Flagmen	60 hour	16.25	975.00
Furnishing and Placing Topsoil	75 cu.yd.	6.50	487.50
Furnishing and Planting Trees	19 only	21.00	399.00
Furnishing and Planting Shrubs	2,980 only	3.10	9,238.00
Furnishing and Planting Roses	7,320 only	1.15	8,418.00
Bark Mulch	150 unit	40.00	6,000.00
Soil Conditioner	1,110 cu.yd.	9.15	10,156.50
			$44,888.50

Anticipated Items		
Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$44,988.50
	Engineering	6,523.50
	Total	$51,512.00

Length of Project - - - - - - 0.00 Mile

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Lebanon Rd.-Butte Cr.	$45,699	$42,152	$3,547
Butte Cr.-Halsey Int.	51,512	47,514	3,998
Totals	$97,211	$89,666	$7,545

Group 1 - 100%	Group 1 - 100%
Contract No. 8465	Contract No. 8474
Prefix No. 622-1065	Prefix No. 622-1063

9474 1-5-77 15

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-4 (83)216

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-862

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY EN
FEB 2 '77
REFER TO
Rulien
FOR

Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 9-1-76

DATE AUTHORIZATION EFFECTIVE 1-5-77

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"Lebanon Road Interchange - Halsey Interchange"
(2nd contract) (Butte Creek-Halsey)

GENERAL DESCRIPTION OF WORK:
Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's 1-5-77 request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $69,673 - Federal funds $64,266.

A signed copy of the Title Sheet is returned herewith.

DATE 1-5-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner for

TITLE Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

8474

15

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5'77
REFER TO
FOR

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTED
E. S. HUNTER

cy-Rubin - pls proceed as outlined. - ESH

a Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

In reply refer to: 1041EC/510.7

SUBJECT: Second Year PlantEstablishment

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

[illegible] 12-15-76

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

G. L. Green

1 3 77

1 Versteeg ✓
2 Olson
Copy
Copy

RECEIVED
DEC 1 1976

RECEIVED
STATE HWY [illegible]
DEC 14 '76
REFER TO

Versteeg
Review ongoing contracts for modifying as outlined.
EO.

[illegible]

8474

1-5

Salem, Oregon
November 12, 1976

TB:

Tom Savage
Landscape Engineer

Hal Versteeg
Road Design Engineer

Lebanon Rd. Interchange--
Halsey Interchange Section
Pacific Highway
Linn County
Landscape Project

I am requesting this project be divided into two separate contracts due to the limited availability of 3'-4' roses specified for the median screen planting. There are enough roses of this size available at this time to do approximately one-half of the project.

The first contract would call for 3'-4' balled and burlapped or container grown roses beginning at Station 1400+00 (MP 227.69 and ending at Station 1678+00 (MP 222.43). This contract would be ready for the January 6, 1977, letting with a June 30, 1977, completion date.

The second contract would call for 18"-24" bare root roses beginning at Station 1678+00 (MP 222.43) and ending at Station 2010+00 (MP 216.14). This contract would be ready for the January 26, 1977, letting with a June 30, 1977, completion date.

NOTE: Project names & corrected stationing below.

TLS:az

1st Project : Lebanon Rd. Intchg - Butte Creek Sec.
Beginning STA. 1400+00 (MP 227.69)
Ending STA. 1677+70 (MP 222.42)

2nd Project = Butte Creek - Halsey Intchg Sec
Beginning STA. 1679+66 (MP 222.39)
Ending STA. 2010+00 (MP 216.14)

8474

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 4, 1976

FILE: 622-1063

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Lebanon Road - Halsey Inter.
Roadside Improvement Project
Pacific Highway
Linn County

Your letter dated October 18, 1976, along with Tom Savage's letter to you dated October 6, 1976, have been referred to our District Engineers for comment, and attached you will find copies of the letters from our three District Engineers for your information.

It appears to me the only way we could accept the use of 18" - 24" bare root roses instead of the 36" - 48" container grown roses, would be to also provide for the additional spray, weeding, soil preparation and fertilization performed by the contractor under the supervision of our Landscape Foreman, to be assured we would have an acceptable product at the end of the contract.

I would favor the use of the larger plants, since it would provide a satisfactory headlight screen in a shorter time than the small roses would. However, it is possible that we could tolerate the smaller bare root roses if we could force the contractor to take proper care of the plants during an extended establishment period.

In any event, Region 2 proposes to involve our Landscape Foreman in the inspection of roadside improvement projects, so that we may be more assured of having more satisfactory results from our landscape contractors.

In summary, I can say that we would give guarded approval of the use of the smaller bare root roses as long as a suitable establishment period is also specified.

TWL/elf
cc: Joe Hay
E. L. Everton
R. A. Kuehn
H. C. Johnson

Versteeg ✓
Olson
Christensen
Scott
4 Swenson
Savage
Trout

RECEIVED
NOV 05 1976
ROAD
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SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 2, 1976

FILE: DES 20-1

Richard Kuehn

FROM: Richard Kuehn
District Engineer

SUBJECT: Rose Specifications
Assign. No. 1950

TO: T. W. Litchfield
Region Maintenance Engineer

I have discussed these proposed spec changes for rose bushes with Keith Wolcott. We feel that these roses grow fast enough that 18" - 24" high plantings could be substituted for the 48" plantings now required without substantially hindering the purpose of the roses.

Keith felt that bare root roses could be used, but extra care would have to be taken as far as when and how the planting is done.

RK:sc

REGION 2 ENGINEER
RECEIVED
1976
RE RUE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Astoria, Oregon 97103

November 1, 1976

FROM: Eldon L Everton
Eldon L. Everton
District Engineer

SUBJECT: Lebanon Road-Halsey Interchange
Roadside Improvement Project
Assignment No. 1950

TO:
T. L. Litchfield
Region Operations Engineer
Salem, Oregon

Not knowing what types of roses that is being referred to, I have made the assumption that they are the roses that are used as the barrier between the North and South bound lanes of the Interstate. If this is the case, then I have no experience with this type of rose and would not be able to give any recommendation.

If they are talking about a hybrid rose that is to be used in the Interchange for land-scaping, then I would add the following: I feel that hybrid roses are a poor plant for land-scaping due to their being suspectible to so many diseases and requiring so much pruning that the maintenance cost is very high.

ELE:sfv

ENGINEER
RECEIVED
4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Corvallis District
October 25, 1976

REGION 1 ENGINEER
RECEIVED
FILE:
OCT [illegible] 1976

☐ RE ☐ RCE ☑ RME ☐ RTE ☐ ROE
☐ RLE ☐ GFO ☐ RSO ☐ ROC ☐ RFE

FROM: Lynn C. McKibben
Asst. Dist. Engr.

SUBJECT: ASSIGNMENT NO. 1950
Lebanon Rd.--Halsey Intch.
Roadside Improvement Proj.

TO: T. W. LITCHFIELD
Region Operations Engineer

As per previous telephone conversation with you, the following comments relate some of the concerns of District Four with the recommended substitution of 18"--24" bare root roses for the originally specified, 3'--4' container grown, roses for the subject project. I concur with Hal Versteeg's concern about establishment and maintenance problems that may occur if the smaller (18"-24") roses are substituted. I feel Tom Savage's statement that one additional growing season would make the smaller roses equivalent to the larger roses is very optimistic.

The additional spray, weeding, soil preparation, fertilizing and replanting costs in maintenance (100% State funds) monies and landscape crew (presently over-extended) man-hours are real costs that cannot be easily absorbed in our present program. The additional year (or three) required before any return on our maintenance investment can be realized is an additional adverse factor. The roses, although they may enhance appearance at freeway speeds, are, I understand, basically intended to present a glare shield and eventually, if they ever become well established, a non-destructive, energy absorbing saftey barrier alternate to type G median barrier. The effectiveness of the plantings, as other than an aesthetic boon, cannot be expected to materialize as quickly if the smaller rosed are planted, and the maintenance expenditures will be increased.

This District is involved in an ongoing attempt to improve the quality of the present rose plantings along Hwy. 1 within our boundaries and is experimenting with several soil additives and fertilizer applications that we hope to find inexpensive enough to use on a Districtwide basis.The soils that happened to be placed in the planted areas were not chosen, in many cases, for their capacity to grow roses and were probably placed with an eye on the Mass Diagram during construction. This has not helped to establish luxuriant rose beds. As a constructive suggestion, it would appear that our limitted State funds, augmented by Federal monies, might be well spent in soil preparation, fertilization, and provision of drainage so that the smaller roses, that can be procurred, will have a chance to become an asset rather than the liability that I fear.

FORM 81-734-3030

REGION 2 ENGINEER
RECEIVED
OCT [illegible] 1976
FILE:
RE RCE RME RTE ROE
ULE GFO RSO ROC RFE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Corvallis District
October 25, 1976

FROM: Lynn C. McKibben
Asst. Dist. Engr.

SUBJECT: ASSIGNMENT NO. 1950
Lebanon Rd.--Halsey Intch.
Roadside Improvement Proj.

TO: T. W. LITCHFIELD
Region Operations Engineer

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9474

Salem, Oregon
October 18, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Lebanon Rd.-Halsey Interchange
Roadside Improvement Project

C. O. Fredrickson
Joe Hay

The Landscape Engineer has recommended that we specify 18" - 24" roses for this project. I am not sure that the 18" - 24" roses are big enough to be worthwhile considering the establishment problems and maintenance costs. I would further suggest to have a good root system they should be container grown.

I would appreciate your recommendations and suggestions on the sizes of roses we should specify for this project.

JHV:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 22 1976
ROAD
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SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 6, 1976

Thomas L. Savage

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: Lebanon Rd.-Halsey Interchange
Roadside Improvement Project

TO: J. H. Versteeg
Road Design Engineer

I recommend that when we re-advertize this project, we change the 3'-4' container grown roses to 18"-24" bare root roses.

Bare root roses would require about one growing season to become established, and then they would be equal to container roses of the same height.

Specifying 18"-24" container grown would lower our estimate to approximately $104,900.00.

By specifying bare root roses 18"-24", we would lower our project estimate to approximately $89,700.00

TLS:az

RECEIVED
OCT 07 1976
ROAD
DESIGN
SECTION

____ Versteeg ____
____ Olson ____
____ [illegible] ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

Requires Reply ☐
Requires Approval ☐
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8474

9-20-76

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: -5-4(83)216

STATE PROJECT NO.: See below

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-862

FROM:
G. L. Green
Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-1-76	9-1-76	Interstate 5	Primary 1

GENERAL LOCATION:

"Lebanon Road Interchange - Halsey Interchange"

GENERAL DESCRIPTION OF WORK:

Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Temporary erosion control #100

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-18-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-30-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $137,857, Federal Funds $127,214.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-20-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8474 1-5

ALL CLEAR 8/23/76

Donald L Dout

ENVIRONMENTAL REVIEW

Section Lebanon Rd-Halsey Int
Highway Pacific
County Linn Region 2
Type of Work R.I.
Funds FAI

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ Statewide Project Assessment-
No anticipated problems

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: All Clear

~~OTHER:~~ Archaeological - All Clear

8474 18-7

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green Division Administrator	**PROGRAM NO.**	I-5-4(83)216 **STATE PROJECT NO.** See below
	ITEM NO. I-862	**COUNTY NAME** Linn **PROGRAM STAGE** *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 8-18-76	**FEDERAL ROUTE NUMBER** Interstate Route 5 **STATE ROUTE NUMBER** Primary Route 1

GENERAL LOCATION:

"Lebanon Road Interchange - Halsey Interchange"

GENERAL DESCRIPTION OF WORK:

Landscaping (Code Y003 - Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Approval
(TEC $140,000 - FF $129,190)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-11-76 letter I approve the subject project for inclusion in the Federal-aid program.

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
Rulien
FOR

DATE 8-18-76	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1975-631-555

6474 13

1

PRO-6-2

August 11, 1976

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. I-5-4(83)216
Linn County

We are submitting program data for one project, Item No. 862, Project No. I-5-4(83)216, "Lebanon Rd. Intchge.-Halsey Intchge. Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on September 23, 1976.

CL:bb

Attachment
cc: C. O. Fredrickson (Region 2)

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

8-11-76

PROJECT LOCATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Lebanon Rd. Intchge.-Halsey Intchge.		17,500	30,600	96	10	Oregon	41	042	862

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								I-	5-4(83)		216	

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Linn	043	☐ 1 OR ☒ 2

REA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) Y003		"Lebanon Rd. Intchge.-Halsey Intchge. Sec."	0.0	140,000	129,190	10,810		ROW-300' normal; Access control-full; Parking restrictions-complete.
ARED BY C.L.		PROJECT TOTALS	0.0	140,000	129,190	10,810		

ESTIMATED PROJECT COST BY PHASES

RAM APPROVAL DATES

REMARKS

Additional data see Item I-778, Project No. I-5-4(79)216.

-OVER-

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-11-76

CARD								
CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-5 Lebanon Rd. Intchge.-Halsey Intchge. 65	ADT	PRESENT 17,500	FUTURE 30,600 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Landscaping 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 I- 23 | NUMBER 7 5-4(83)

CARD 4

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA: ---

COUNTY NAME: Linn

ROUTE NO. I | FEDERAL-AID I-5 (32) | STATE 1 (36) | (37) U.S. I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 49	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y003		"Lebanon Rd. Intchge.-Halsey Intchge. Sec."	0.0	140,000	129,190	10,810	
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	0.0	140,000 (19) (23)	129,190 (24) (28)	10,810	

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

Additional data see Item I-7
I-5-4(79)216.

LEBANON RD. INTCHGE.-HALSEY INTCHGE. SECTION
PROJECT NO. I-5-4(83)216

REMARKS - continued

Information for PR-37B:
ROW-1; ROW-F; Sanitary Facilities - N.

Project Data:
The work under this project consists of furnishing and planting trees, shrubs, vines and incidental work (e.g., placing soil conditioner, fertilizer, furnishing and placing bark mulch, etc.) common to this type of project.

Requirements of IM 50-1-70; FHPM 7-7-2; FHPM 7-7-5:
This project is considered stage construction as part of the work necessary to complete this section to Interstate standards. The work is necessary to conceal the construction scars caused by the safety work accomplished under Project I-5-4(79)216. The cited requirements were complied with under the preceding named project.

Note:
This project is in Congressional District No. 2.

8475 Port of Entry (Farewell Bend)197
Sec. of the Old Ore. Trail
(Grading, paving & fac.)

C & A 5996 11-24-76, 5-2-78
C & A 6160 7-20-77

8.475

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

7 - 2 - 79

cc: State (H. S. Coulter)

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 7-2-79	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-8(32)351
COMPLETION DATE 9-11-77	ACCEPTANCE DATE BY CONTRACT AGENCY 8-1-78	TIME ELAPSED See below %	CONTRACT TIME specified completion date 8-31-77
APPROVED EXTENSIONS 72 days	LOCATION Benson Creek Interchange, M.P. 353, on the Old Oregon Trail Highway in Malheur County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORT OF ENTRY (FAREWELL BEND)
OLD OREGON TRAIL HIGHWAY

This project provided for the construction of a Port of Entry at Farewell Bend. Federal-aid participation in this project was limited to the construction of the access ramps, illumination, signing, truck parking area, and certain other incidental work.

The facility was open to traffic on August 14, 1977 and was considered complete on November 11, 1977. The contract specified a calendar completion date of August 31, 1977. The contractor was assessed 72 days of liquidated damages as a result of this time overrun. However, the contractor requested a time extension. The State granted the contractor a 72-day extension which eliminated all liquidated damage charges.

The final cost of the original contract items was $501,612.07. The contract bid amount was $495,196.00. The final project cost, including engineering and all changes, was $594,620.10.

A final inspection of the project was made on December 14, 1977.

RECEIVED
STATE HWY ENGR
JUL 3-'79
7-3
RE TO
FOR
Info
Inves
R/D
O/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7-2-79	TITLE Field Operations Engineer	DATE 7-2-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * Oregon 8475	COUNTY Malheur	FEDERAL PROJECT NO. * I-80N-8(32)351	URBAN ( ) * RURAL (x)

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
CARD A		CONSTRUCTION TYPE CODES		6204		DATE STARTED * February 21, 1977
	20	FINAL CONSTRUCTION COST*	DOL.	534,290		DATE COMPLETED * November 11, 1977
	21	LENGTH OF PROJECT	MILES	NA		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD A	30	LABOR * *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 11,006	GROSS EARNINGS 118,980
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	187,043	
	9	PETROLEUM PRODUCTS *	GAL.	21,750	
	1	CEMENT	BBL.	4,600	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	66,180	
	4	LUMBER	THSD. BD. FT.	10	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	4,120	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	268	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	4700	
	15	AGGREGATES PRODUCED	TON	5700	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	800	
	17	FENCING	LIN. FT.	2578	
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	28,799	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	54,237	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70 [redacted]

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	5	CORR. STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		8	432
		12	770
		36	82
CARD M	26	CAST IRON PIPE	

* MUST BE REPORTED ON ALL REPORTS REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

84[illegible]5

8

August 7, 1978

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On August 2, 1978, we wrote to you concerning release of final payment on Contract No. 8475 awarded to Baker Redi-Mix, Inc., for work at the Farewell Bend Port of Entry on the Old Oregon Trail in Malheur County.

Final payment on this contract is $11,269.48 and the total contract amount is $505,954.11 including $1,538.46 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8475 8

May 2, 1978

Mr. Tom Bright, Business Manager
Public Utility Commissioner
Labor and Industries Building
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No. 5996

Dear Mr. Bright:

Attached for your approval are two copies of a supplemental agreement relating to the establishment of the Port of Entry at Farewell Bend on the Old Oregon Trail in Malheur County.

If you approve this supplemental, please enter the date on page 3, sign both copies, and return one copy to me in the envelope provided. You may retain the other copy for your records.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Bob Hamilton

5/4/78 Returned from PUC signed
5-8-78 copy to Hamilton

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
State Highway Engineer

DATE: April 10, 1978

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Supplemental Agreement with PUC on Port of Entry at Farewell Bend

The original agreement with the PUC for the construction of the Port of Entry at Farewell Bend did not contemplate the fact that the Highway Division would be able to have a portion of the project paid for by federal funds. The agreement provided that the PUC would pay all of the cost involved in the construction of the Port of Entry. It also provided that the PUC would own the facilities and if they were ever sold they would get all of the proceeds. To date the right of way costs are $101,317.02 and the construction costs to date are $584,221.78. The Highway Division has collected from Federal Highway Administration $429,947.64. This leaves a balance that has been charged to the PUC of $255,591.16. It is estimated that approximately $30,000 more is left to be charged PUC under the project.

The supplemental agreement provides that the title to the buildings shall remain in the division and at such time as the property is disposed of, the division and PUC will split the proceeds in proportion to the amount each agency has contributed towards the total cost of the project. The supplemental agreement also provides that the PUC will be billed only for that portion of the project not paid for by federal funds.

I would suggest the following as a summary paragraph for Chairman Jackson's approval.

Karen

~~This is a~~ S supplemental agreement with the Public Utility Commissioner relating to the establishment of the Port of Entry at Farewell Bend on Old Oregon Trail in Malheur County. When the original agreement was entered into, it was not known that Highway Division could use federal funds in the construction of the Port of Entry. The purpose of the supplemental agreement is to change two paragraphs in the original agreement relating to the division of proceeds in the event that the property is sold and the amount that the PUC will be required to contribute as the Highway Division has been able to pay for a substantial amount of the project with federal funds.

After the agreement is signed, would you please forward it to Cecil Head for further processing including the signature of the Public Utility Commissioner and distribution of the fully executed agreement.

JLS:sb;hg

cc - Cecil Head

APPROVED
STATE HIGHWAY ENGINEER
DATE: 4-13-78

RECEIVED
STATE HWY ENGR

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8475 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 10, 1978

FILE: CON 5 #8475

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Port of Entry (Farewell Bend)
Old Oregon Trail Highway
FAP No. I-80N-8(32)351
Contract No. 8475
Recomputed Price Adjustments for
Non-Spec. A.C. Mixture

The price adjustment for non-spec. Class "C" mixture has been recomputed in accordance with our March, 1978 agreement with FHWA as follows:

Bid Item	Amount P.A. No. 9	Recomputed Amount
17 - Class "B" or "C" A.C. Mix	$460.80	$1,040.36

The difference in amounts is $579.56. The amount to be credited to the project on a non-participating basis is $289.78.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
W. E. Schwartz "
Bob Church "
File "

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1975 Guidelines

109.07-10A

Oregon Department of Transportation
HIGHWAY DIVISION

SUMMARY OF FAILING TEST RESULTS FOR Class "C" BIT MIX
Class (B C.E. PMBB)

MIX DESIGN NO. 77-2866

CONTRACT NO 8475
SECTION Port of Entry (Farewell Bend)
FORM 734 3965 (10 77)

DATE 1-25-78
COMPUTED BY R.O. Dillon
SHEET 1 OF

		FAILING				TEST					RESULTS			FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
SIEVE SIZE		PASS 3/4	PASS 1/2	PASS 1/4	PASS	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS 1/4"	SE, LL, PI, FP	ASPHALT	MIX REP. (Tons)	% AGG. IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10×11 / 100	% AGG. OUT SPEC. SUM COL. 1-7	NET AGG QUANTITY COL 12×13 / 100	NET ASPHALT QUANTITY COL 9×10 / 100	NET SE, LL PI, FP COL 8×12
DATE	TEST NO	% OUT SPECS ①	% OUT SPECS ②	% OUT SPECS ③	% OUT SPECS ④	% OUT SPECS Ⓐ	% OUT SPECS Ⓑ	5 = (A-B) ⑤	% OUT SPECS Ⓒ	6 = C ⑥	% OUT SPECS ⑦	% OUT SPECS ⑧	% OUT SPECS ⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯
4-18-77	1			7.4		2.1			First Day					~~321.44~~						
	2			3.4		0.5			First Day					~~321.47~~					6.12	
-19	3	[illegible]											~~0.4~~	316.65	640.20				~~4.27~~	
	4											0.8	~~0.9~~	323.55					2.26	
4-20	5					~~1.2~~								~~278.69~~	94.1	281.07	1.2	3.37		
					Maj. Tonnage Passes															
													TOTALS	~~938.84~~ D 640.20				3.37	3.53	[illegible]

JOB QUANTITY × 15% × 0.15 = 606.74 E

Calculations to Determine Whether
a Price Reduction is in Order

Total Mix Used = 4,687.86
First Day = -642.93
Mix Used After First Day = 4,044.93

Maximum Tonnage Allowable Failing
That can be used without Penalty

0.15 X 4,044.93 = 606.74

(Exceeds Allowable
There for a Price Reduction
Must Be Made)

Computation for Reduction

Aggregate Out Spec. X
Bid Price of Mix 3.37 X $13.50 $45.50

Asph. Out of Spec. X 5.12 $40.00
Bid Price of Asph. = 3.53 X $90.00 317.70

Total Reduction $363.20

[illegible]

[illegible] and other substantiating data to Construction [illegible] prior to entering into a Price Agreement

If "D" is greater than "E" a price adjustment must be computed

3475

SUMMARY of FAILING TESTS RESULTS for "C" BIT MIX

Class (B, C, E, PMBB)

of Entry (Farewell Bend)

Recomputed for FHWA 4/3/78

SHIFT AVERAGE OF TESTS: 3/4 % Ave	3/4 % Out Specs	1/2 % Ave	1/2 % Out Specs	1/4 % Ave	1/4 % Out Specs	10 % Ave	10 % Out Specs	40 % Ave	40 % Out Specs	200 % Ave	200 % Out Specs	SE. LL. PI Ave	SE. LL. PI Out Specs	Asphalt % Ave	Asphalt % Out Specs	MIX USED	AGGREGATE In Mix: 100-Col 9 %	AGGREGATE In Mix: Col. 11x12 / 100 Tons	AGGREGATE Out Specs: Sum of Col. 1-7 %	AGGREGATE Out Specs: Col. 13x14 / 100 Tons	ASPHALT Out Specs: Col. 10x11 / 100 Tons	SE. LL. PI Out Specs: Col. 8x13 Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
				71.4	7.4	36.1	2.1							5.6	—	321.46	94.4	303.46	9.5	28.83		
				67.4	3.4	34.5	0.5							5.6	—	321.47	94.4	303.47	3.9	11.84		
				(From P.A. No 9)										6.8	0.8	640.20					5.12	
						24.8	1.2							5.75	—	200	94.25	188.50	1.2	2.26		
TOTALS																				42.93	5.12	

42.93 × $13.50 = $579.56

5.12 × $90.00 = $460.80

$1040.36

$1040.36 − $460.80 = $579.56 ÷ 2 = $289.78

4/10/78 OK

py plus other substantiating data with price agreement

Contract No. 8475 SUMMARY of FAILING TESTS RESULTS for "C" BIT MIX
Class (B. C. E. PMBB)

Section 4 Port of Entry (Farewell Bend) Recomputed for FH

Sieve Size			3/4		1/2		1/4		10		40		200		SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
4/18/77 #1							71.4	7.4	36.1	2.1							5.6	—	321.46	94.4	303.46	9.5	28.83
" #2							67.4	3.4	34.5	0.5							5.6	—	321.47	94.4	303.47	3.9	11.84
4/19/77 #3&4					(From P.A. No 9)												6.8	0.8	640.20				
4/20/77 #5									24.8	1.2							5.75	—	200	94.25	188.50	1.2	2.26

42.93 × $13.50 = $579.56
5.12 × $90.00 = $460.80
$1040.36

$1040.36 - $460.80 = $579.56 ÷ 2 =

4/10/7
(9

TOTALS 42.93

inal copy plus other substantiating data with price agreement

8475 8

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Port Of Entry (Farewell Bend)

WEEK ENDING: March 18, 1978

SECTION PREFIX: 623-1046

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

NAME OF JOB: Port of Entry (Farewell Bend)

KIND OF WORK: Grading, Paving & Facilities

CONTRACTOR: Baker Redi-Mix

CONTRACT NUMBER: 8475

FEDERAL AID PROJECT NUMBER: I-80N-8(32)351

DATE OF CONTRACT: February 1, 1977

DATE WORK STARTED: February 21, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $606,066.17

SPECIFIED COMPLETION DATE: August 31, 1977

PERCENT OF TIME ELAPSED: 133

EXCLUSIVE OF ENGINEERING: $558,099.06

ENGINEERING AUTHORIZATION: $48,058.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $534,686

ENGINEERING COST TO DATE: $54,771.69

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT: XXXXXX UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 114 %

DATE PROJECT WAS COMPLETED: November 11, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Illumination	Signing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.36	0.36			0.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.36	0.36			0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,850 cy	18,169 ton	4,500 ton		4,300 ton
TOTAL QUANTITIES CORRECTED TO DATE	18,338 cy	20,094 ton	4,500 ton		4,668 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,338 cy	20,094 ton	4,500 ton		4,668 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

Building

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16290							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Overcast			
MONDAY 13	Overcast			
TUESDAY 14	Fair			
WEDNESDAY 15	Fair			
THURSDAY 16	Fair			
FRIDAY 17	Fair			
SATURDAY 18				

Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
MAR 20 1978
CONSTRUCTION
BRANCH
Richards
Berg
Inlous
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity all week
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 18	

REMARKS

Semi-final submitted today This is the final weekly report.

SIGNED P. F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8475

8

February 23, 1978

Baker Redi-Mix, Incorporated
Post Office Box 825
Baker, OR 97814

Gentlemen:

We have reviewed your request for a time extension on the Port of Entry (Farewell Bend), Contract No. 8475.

A 72-day time extension is hereby granted because of your difficulty in obtaining illumination poles from your supplier.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Dale D. Allen
Robert Church
P. F. Burnett
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 21, 1978

FILE: CON 5 #8475

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Time Extension
Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County
Contract No. 8475

The contractor on the subject project has requested a time extension of 72 days due to a delay in delivery of the illumination poles required for the project. Some pertinent project dates are as follows:

Date of award	February 1, 1977
Work started	February 21, 1977
Specified completion	August 31, 1977
Completion (except illumination)	August 12, 1977
Actual completion	November 11, 1977

We were able to place the Port of Entry into operation on August 12 by issuing a State Force Order to install temporary illumination until the permanent poles arrived to the project.

The contractor has submitted letters from his supplier and the manufacturer documenting the fact that the delay in illumination pole delivery was beyond the control of the contractor. Baker Redi-Mix, Inc., the contractor on this project, submitted a purchase order to General Electric Supply Company for the illumination poles and the order was received by General Electric Supply Company on February 18, 1977, so there is no doubt of the timeliness of the contractor's placement of his order for these materials. The eight-month delay was caused by Valmont Industries. They simply state that they received a large influx of orders and that their quote included the terms, "All shipping schedules are subject to prior sales." We have had similar problems in the past with Valmont Industries. It is evident that the delay was due to a material supplier and completely beyond the control of the contractor, Baker Redi-Mix, Inc., and is therefore a "bona fida cause beyond the control of the control of the contractor" under Section 108.09 of the Standard Specifications.

The 72-day time extension request is recommended. A rough draft letter to Baker Redi-Mix is attached. FHWA approval is not required.

OBJ:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 22 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 6, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays XXX 72 days XXXXXXXXXXX, within which to complete our Contract No. 8475, without the assessment of liquidated damages. The said contract is described as follows:
Port of Entry (Farewell Bend) Section.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Sept. 1, 1977 to Nov. 11, 1977.

Delay in delivery of new light poles to Tri-State Electric.

Respectfully submitted,

Baker Redi-Mix, Inc.
Contractor

By Elwyn Walker
Vice Pres. & Manager

CONSENT OF SURETY

Date January 9, 1978

We, SEABOARD SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert W. Lagler
Attorney-in-fact
Robert W. Lagler

Robert W. Lagler
Resident Agent
K L & K ASSOCIATES, INC.
1 SW Columbia, Portland, Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8475 Contractor Baker Redi-Mix, Inc.

Highway Old Oregon Trail

Section Port of Entry (Farewell Bend)

Kind of Work Grading, paving and facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Construction Section recommends 72-day extension of contract time due to delay in delivery of the illumination poles required for the project.

Recommended for Approval:

Division Engineer

O. B.
For
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8475
Project designation	I-80N-8(32)351 State-Federal
Date awarded	2/1/77
Work started	2/21/77
Per cent completed	100% November 11, 77 Date
Specified Completion Date: ~~No. of Workdays Allowed~~	9/31/77
Actual Completion Date: ~~No. of Workdays Used~~	11/11/77
No. of Added Workdays Requested	72 days

SP*62[illegible]-734

#8475 10-27-77

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PRO
I ON-8(32)351

STAT JECT NO.
See below

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, ORegon

PROGRAM NO.

ITEM NO.
70012

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-5-77	10-6-77	Interstate 80N STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:
"Part of Entry (Farewell Bend) Section"

GENERAL DESCRIPTION OF WORK:
Install flashing amber lights on advance warning sign by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 10-12-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 12 at a total estimated cost not to exceed $325 Federal Funds $300.

NOTED

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8475

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9.77
PROJECT REPORT NUMBER
MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-30-77

Form Approved; O M B No. 04-R2089
State: Oregon
County: Malheur
Project Number: I-80N-8(32)351

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 15, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 470,387	$ 475,447
Federal funds	$ 433,884	$ 438,552
Other revisions		

This modification is made for the following reasons:

To include additional approved State force work and include one On-the-Job Trainee.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of August, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

38717

[illegible]

Oregon State Highway Division
Salem, OR September 6, 1977

Federal Aid Project
No. I-80N-8(32)351

Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County

Revised Project Agreement Estimate

Type Code 6204
Truck Scale Site (MP 353.04)

Subtotal on previous estimate of March 3, 1977		$414,438.00
Additional Items		
SF02 Transport Butterfly Sign Structure	All Required	$ 625.00
SF03 State Furnished Butterfly Sign Structure	All Required	33.75
SF05 Move & Install Signs	All Required	3,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 4,458.75
	Subtotal	$418,896.75
	Engineering	56,550.25
	Total	$475,447.00

Length of Project - - - - - - - 0.0 mile

Retain in Program Status		
Landscaping (SF)	All Required	$ 4,500.00

Federal Funds	$438,552.00
State Funds	36,895.00
Total	$475,447.00

Group 1 - 84% Contract No. 8475
Group 9 - 16% Prefix 623-1046

8475

STATE COPY

1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-123	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-15-77	State Oregon County Malheur Project No. I-80N-8(32)351

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Port of Entry (Farewell Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 470,387.00	$ 433,884.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green *(Division Administrator)*

Date executed by Division Administrator MAR 15 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, March 3, 1977

Federal Aid Project
No. I-80N-8(32)351

Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County

Project Agreement Estimate.

Type Code 6204
Truck Scale Site (M.P. 353.04)

Mobilization	All	Required		$ 30,000.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00
Temporary Signs	100	sq.ft.	5.00	500.00
Temporary Barricades	7	only	100.00	700.00
Flagmen	40	hour	18.00	720.00
Clearing and Grubbing	All	Required		7,000.00
Removal of Structures and Obstructions	All	Required		2,000.00
Ditch Excavation	255	cu.yd.	3.00	765.00
Embankment in Place	19,860	cu.yd.	1.60	31,776.00
Trench Excavation	200	cu.yd.	5.00	1,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Watering	25	M-gal.	10.00	250.00
Hauling and Placing Aggregate Shoulders	1,360	ton	2.50	3,400.00
Cement Treated Base Mixture	16,800	ton	2.75	46,200.00
Portland Cement in CTB Mixture	930	ton	55.00	51,150.00
Asphalt in Seal	26	ton	150.00	3,900.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,500	ton	13.50	60,750.00
Asphalt Cement in Mixture	300	ton	90.00	27,000.00
8-inch Culvert Pipe	412	lin.ft.	9.00	3,708.00
12-inch Culvert Pipe	258	lin.ft.	11.00	2,838.00
36-inch Culvert Pipe	46	lin.ft.	30.00	1,380.00
12-inch Sewer Pipe	526	lin.ft.	11.00	5,786.00
Extra for Pipe Under Pavement	55	lin.ft.	10.00	550.00
Concrete Inlets, Type G-1	3	only	400.00	1,200.00
Concrete Inlets, Type CG-1	2	only	500.00	1,000.00
Type 3 Fence	2,900	lin.ft.	4.00	11,600.00
Concrete Walks	150	sq.yd.	18.00	2,700.00
Concrete Curbs	820	lin.ft.	5.00	4,100.00

Drainage Curbs	670 lin.ft.	4.00	2,680.00
Delineators	10 only	20.00	200.00
Salvage and Reinstall 26' Cattle Guard	All Required		3,000.00
Roadside Seeding and Mulching	1 acre	2,000.00	2,000.00
Wood Sign Posts	All Required		1,700.00
Sign Support Footings	All Required		5,200.00
Breakaway Sign Posts	All Required		3,000.00
Single Sign Support	All Required		550.00
Butterfly Sign Structure	All Required		4,000.00
Type "A" and "B" Signs in Place	275 sq.ft.	11.00	3,025.00
Type "C","D" and "R" Signs in Place	75 sq.ft.	4.00	300.00
Type "EE" Signs in Place	100 sq.ft.	5.00	500.00
Type "H" Signs in Place	40 sq.ft.	3.95	158.00
Type "U" Signs in Place	115 sq.ft.	7.00	805.00
Move and Modify Existing Signs	All Required		700.00
Sign Illumination Equipment	All Required		1,500.00
Truck Control Signal, Complete	All Required		2,600.00
Pole Foundations	All Required		11,400.00
Roadway Lighting Poles and Bracket Arms	All Required		13,950.00
Luminaires and Ballasts	All Required		6,850.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		21,900.00
			$394,991.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,200.00
Temporary Erosion Control (E.W.)	All Required	200.00
Aggregates (State Furnished)	All Required	14,950.00
Illumination Poles (State Furnished)	All Required	132.00
Work by Idaho Power Co.	All Required	2,965.00
		$ 19,447.00
	Subtotal	$414,438.00
	Engineering	55,949.00
	Total	$470,387.00

Length of Project - - - - - - - - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in totals below)

Move and Install Signs (S.F.)	All Required	$ 3,000.00
Butterfly Sign Structure (State Furnished)	All Required	34.00
Landscaping (S.F.)	All Required	4,500.00
Transport Butterfly Sign Structure (S.F.)	All Required	300.00

Federal Funds (92.24%)		$433,884.00
State Funds		36,503.00
	Total	$470,387.00

Group 1	84%
Group 9	16%

Contract No.

Prefix No.

Port of Entry (Farewell Bend)
Nonparticipating - State Work

Truck Scale Pit and Approach Slabs	All Required		$ 15,000.00
Port of Entry Building, Complete	All Required		70,000.00
Flagpole	All Required		1,500.00
3-inch PVC Pressure Sewage Pipe	1,350 lin.ft.	3.50	4,725.00
Sewage Pump Station Concrete Sump	All Required		1,500.00
Sewage Pump Station Equipment	All Required		6,000.00
2-inch PVC Domestic Water Pipe, SDR 26	220 lin.ft.	4.00	880.00
Well Abandonment	2 only	300.00	600.00
			$100,205.00

Anticipated Items

Building Permit Fees	All Required	$ 217.00
Salvage, Transport & Calibrate Scale	All Required	3,000.00
Scale Pit Sump Pump	All Required	250.00
Electrical & Telephone Hookup	All Required	5,000.00
		$ 8,467.00
		$108,672.00

#8475

9

July 20, 1977

Mr. T. A. Bright, Controller
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No. 6760

Dear Mr. Bright:

Attached for your approval are two copies of an agreement with the Public Utility Commissioner for the reimbursement of Weighmasters expenses incurred at the Farewell Bend Port of Entry, Malheur County, in the amount of $315,250.

Please sign and return one copy to 121 Transportation Building, Salem, OR 97310. You may retain the other copy for your files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Robert P. Hamilton

Bob Hamilton needs
3 copies of each agreement
after they've been fully
signed.

#8475 4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, ORegon 97308

DATE: April 11, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I 80N-8(32)351
Port of Entry (Farewell Bend)
Malheur County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Preston's letter of 3-21-77, I approve the difference in cost for underground power line construction as compared to overhead construction.

Power lines to the weigh station, weigh scales and port of entry building would not be eligible for Federal-aid participation.

for Valach
G. L. Green

cy Rulien
R/w- taa
4-13-77

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Schnaeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8475

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 1, 1977

In reply refer to: 1041EC.3
XI-205-7(22)301

SUBJECT: Oregon I-80N(32)351
Farewell Bend Port of Entry
Salvage Value of Sign Structures

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. R. W. Ellison's letter of 12-6-76, I approve the salvage of the butterfly sign under contract 7660 at a total value of $33.75 ($0.015/lb for 2,250 pounds of steel) to be used on the subject project.

This approval is effective 1-5-77 which is the PS&E approval date for the subject project.

G.L. Green

cy Rulien
Moehring
Schwartz
3-2-77

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO Bridge
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-1108

8475

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. [illegible]

Order No. 3

Section Port of Entry (Farewell Bend) Date February 25, 1977

Highway Old Oregon Trail F.A.P. No. I-80N-3([illegible])351

County Malheur Prefix [illegible] Account No. 210-05

Description of Work To Be Done:

Charge the project for State furnished Butterfly Sign Structure.

Location by Station Numbers:

Sta. "[illegible]" 8+00

Estimate of Quantities and Costs:

Sign Structure Salvage Value = 2,250 lbs. steel @ $0.015/lb. = $33.75

Explanation: Existing sign structure located near Lake Road Interchange (Sta. 510+70) on I-205 will be removed and erected at the project site. Project will be charged salvage value of structure, and the original project credited.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$606,666.17
Present estimate of project cost, including $33.75 for work under this order	$[illegible].17
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C. D. [illegible], Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: 4-5-77 Construction Engineer

SP-718 (0-73)

Form 81-734-1.65

8475

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8475

Order No. 5

Section Port of Entry(Farewell Bend)

Date February 25, 1977

Highway Old Oregon Trail

F.A.P. No. I-80N-[illegible](32)351

County Malheur

Prefix 623-1036

Account No. 270-05

Description of Work To Be Done:

Furnish and install [illegible] X [illegible] Type "A" sign, and required luminaries. Work to be done by State Forces.

Location by Station Numbers:

M.P. 377.64 WBD. - 1-CON

Estimate of Quantities and Costs:

Labor	= $1,000.00
Equipment	[illegible].0
Materials	1,[illegible].00
Total	3,000.00

Explanation: Location of sign installation is some distance (23 miles) from project site. State Forces to perform work as per directive dated October 26, 1976 from Traffic Engineer. $3,000.00 authorized for this work on Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $[illegible],066.17

Present estimate of project cost, including $3,000.00 for work under this order $[illegible].17

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: C. D. [illegible] Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer REGIONAL CONSTRUCTION ENGINEER 4-5-77

Approved: Construction Engineer

SP*79802-734

Form 81-731-1103

8475

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8475

Order No. 6

Section Port of Entry(Farewell Bend)

Date February 25, 1977

Highway Old Oregon Trail

F.A.P. No. I-80N-3(32)351

County Malheur

Prefix 23-1046

Account No. 216-06

Description of Work To Be Done:

Assess the project for State furnished illumination poles.

Location by Station Numbers:

Ontario Maintenance Yard

Estimate of Quantities and Costs:

Approv - FHWA memo 1-13-77

Salvage value of 22 illumination poles = 8,800 lbs. @ 0.015/lb. = 132.00

Explanation: Salvaged illumination poles are located at the Ontario Maintenance Yard. Contractor will re-condition poles and install at the project site. Project will be assessed the salvage value of the poles, and the appropriate holding account credited.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$606,066.17
Present estimate of project cost, including $132.00 for work under this order	$606,066.17
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C D Hiatt
C. D. Hiatt, Resident Engineer

Approval Recommended: R D Allen
Regional Engineer
REGIONAL CONSTRUCTION ENGINEER 4-5-77

Approval Recommended: ....
For: Construction Engineer or Bridge Engineer

Approved: for
Construction Engineer

8475

STATE COPY

U.S PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2 · 24 - 77

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon

DATE OF INSPECTION 2-24-77	INSPECTION MADE BY R. A. Nichols, Area Engr.	PROJECT NO. I-80N-8(32)351

IN COMPANY WITH

Dale Allen, Regional Construction Engr.
and Dale Hiatt, Res. Engr., OSHD

LOCATION

The Project is adjacent to the Benson Creek Interchange (I-80N) about 2 miles S.E. of Huntington, OR.

CONTRACTOR NAME AND ADDRESS

Baker Redi Mix Inc., Baker, Oregon.

AWARD DATE 2-1-77	CONTRACT AMOUNT $495,196	TIME ALLOWED Completion date 8-31-77	TIME STARTED 2-1-77	WORK STARTED 2-21-77
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 12	WORK COMPLETED 3	

RECEIVED
STATE HWY ENGR
MAR 29 77
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy

REMARKS

PORT OF ENTRY (FAREWELL BEND)
OLD OREGON TRAIL HWY.
Grading, Paving & Structures

Purpose of Inspection

To find out what had been done, what was going on and what they plan to do.

Work Completed

The clearing and grubbing was pretty well completed except for final cleanup. About 1/5 of the embankment in place had been placed. The two existing wells on the property had been abandoned. Idaho power had partially relocated their lines.

Work in Progress

Embankment in place was being placed.

Comments

The embankment in place material was being obtained from an old gravel pit about 2 miles from the project. Mr. Hiatt said the material was reject from the previous operations but met the embankment in place requirements. The source is hidden from the highway so it will have no adverse visual effects. According to Mr. Hiatt, the floor of the pit will be smoothed out, improving the drainage.

Two change orders have been issued: SFO #1 $2964.70 for moving utility lines and EWO #1 to cover the State's share of trainee cost.

Form 21-734-1166

8475

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8475

Order No. 2

Section Port of Entry (Farewell Bend)

Date February 18, 1977, 19

Highway Old Oregon Trail

F.A.P. No. I-80N-8(3[illegible])351

County Malheur

Prefix 623-1046 Account No. 270-02

Description of Work To Be Done: Transport butterfly sign structure from its existing location (Lake Road Interchange - I-205) to the project site.

FHWA-ORE DIV APPROVED EFFEC. 3-15-77

Location by Station Numbers:

Sta: (I-205) 5[illegible]0+70 to "FB" [illegible]+80 (Project Site)

Estimate of Quantities and Costs:

Labor = $300.00
Equipment = 325.00
Total = 625.00

Explanation: Butterfly sign structure to be delivered to the project site by state forces as per directive dated October 26, 1976 from Traffic Engineer. $300.00 authorized for this work on project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $6[illegible],066.17

Present estimate of project cost, including $625.00 for work under this order $60[illegible],066.17

Expected under-run over-run (amount) $0

Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: for Construction Engineer

3-15-77

#8475 2-7-77

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-8(32)351

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM NO.

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

ITEM NO. 70012

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Ruben
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-5-77	2-9-77	Interstate 80N
		STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:
"Port of Entry (Farewell Bend) Section"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Utility Adjustment
(Idaho Power Company)
TEC $2965 - FF $2735

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 2-3-77, you are authorized to proceed with the actual adjustments of the Idaho Power Company's relocation of power poles. Reimbursement on a lump sum basis is approved. Approval and participation for the approved work is subject to the provisions of the appropriate FHPM.

I approve the agreement with the subject utility consisting of Notice of Conflict dated 12-14-76, the Utility's letter of 12-21-76, Regional Utility Engineer's letter and plans and estimate furnished by Mr. Cartwright's letter of 2-3-77.

DATE 2-9-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-68)

#8475 2-3-77

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-8(32)351

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70012

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-3-77

FEDERAL ROUTE NUMBER
Interstate 80N

STATE ROUTE NUMBER
Primary 6

GENERAL LOCATION:
"Port of Entry (Farewell Bend) Section"

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-3-77 letter, I approve adding "adjustment of utilities" to the character of proposed work under Item 70012.

DATE
2-3-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8475

13

February 3, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Item No. 70012
Project No. I-80N-8(32)351
Malheur County

We hereby request your approval of a minor program change on the subject project to include in the charactor of Proposed Work "Adjustment of Utilities" for work by Idaho Power Company at an estimated total cost of $2,965.

CL:re

cc: P. Preston

8475

~~ROW 18-4~~ 15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

February 3, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Idaho Power Company Estimate
Port of Entry (Farewell Bend)
Section
Old Oregon Trail Highway
Malheur County

Dear Mr. Green:

Here are two copies of a lump sum estimate of cost to adjust the Power Company's facilities, dated December 21, 1976, and a sketch map showing their proposed relocation. A certification prepared by Harlin Gerlach as to the rights in the land occupied by the Power Company's facilities is in our files.

A copy of the relocation letter to the Company, dated December 14, 1976, was previously supplied your office. An appropriate permit for the Utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. The estimated cost to the State is $2,964.70.

Yours truly,

Phil Preston

Phil G. Preston
Utility Office Engineer

PGP:dmb
Enclosures
H S Coulter
cc: D. E. Swan
Robert Church

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 3'77
REFER TO

FOR
Info Inves R/D D/R Sgn Act File

8475 1

(Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 13, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-80N-8(32)351
Port of Entry (Farewell Bend)
Mandatory Aggregate Material Source

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. D. O. Christensen's December 23, 1976, — Not in Gen. Files 1-18-77 letter, you are authorized to credit the project with 13,000 c.y. of 3/4 minus at a total cost of $14,950.00

G. K. Hosmer for G. L. Green

CC:
D. O. Christensen

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO Bridges
FOR

Cy- Rulien
Keasey
Schwartz
1-18-77

8475

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 13, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-80N-8(32)351
Port of Entry (Farewell Bend)
Salvage Material

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. D. O. Christensen's letter of December 15, 1976, I concur that it is in the public interest to use 22 salvaged illumination poles at a total salvage value of $132 ($ 0.015/lb.) to be charged to the project.

G.K. Hosner
G. L. Green

NOTED
E. S. HUNTER

CC:

D. O. Christensen

cy Rubien
Verstreg
Moehring
Schwartz
1-17-77

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO
Bridge
FOR
Info Inves R/D D/R Sign Act File

8475

15

Form FHWA 121 (Rev. 5-73)

GE AL FILES

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 10, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-80N-8(32)351
Port of Entry (Farewell Bend)
Mandatory Aggregate Material Source

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur that it is in the public interest to use the mandatory aggregate material source located in the Porters Flat Quarry for the subject project.

D. K.
for G. L. Green

cc: D. O. Christenson

cy Keasey
Julien
Schwartz
1-11-77

RECEIVED
STATE HWY ENGR
JAN 11 '77

REFER TO
Versteeg

FOR
Info | Inves | R/D | D/R | Sign | Act | File

8435

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
P. O. Box 700
Vale, OR 97918

IN REPLY REFER TO
3620

RECEIVED STATE HWY ENGR						
JAN 11 '77						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

JAN 6 1977

Department of Transportation
Program Management Section
207 State Highway Building
Salem, OR 97310

Re: Port of Entry (Farewell Bend)

Dear Sir:

According to a recent Notice of Intent you propose to construct a Port of Entry station at the I-80N Benson Creek Interchange near Farewell Bend. Although it appears that the construction would not directly affect National Resource Land the possible material source operation could.

You stated in the notice that there are two possible materials sources: One located about 1½ miles to the south of the proposed site and one located about 6 miles south. I would appreciate additional information regarding these possible sources including the legal description, the type and quantity of material needed, and the proposed access. } NOTE

Our records show that five highway material sites are currently authorized by the Bureau of Land Management in the vicinity of the proposed port of entry. These sites are shown on the attached sketch map along with their appropriate case serial numbers. If material from one of these sites would suit your present needs it would seem appropriate to avoid establishing a new site or sites.

We will comment further on the proposal when we receive the information requested.

Sincerely yours,

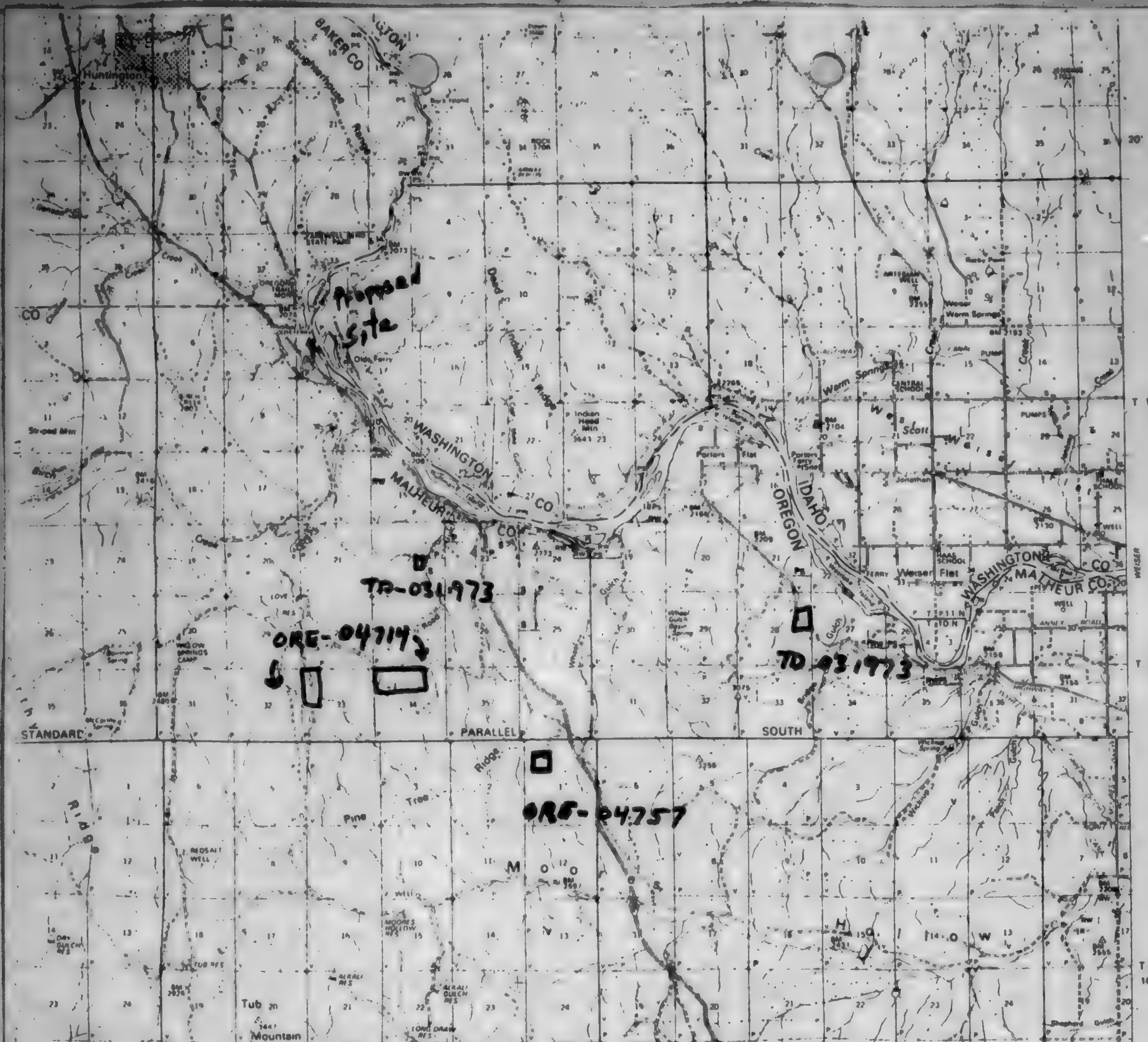
Fearl M Parker
Fearl M. Parker
District Manager

BEN GIFFORD

1/11/77
cc:
G. L. Green ✓
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
W. E. Schwartz
C. K. Ansell, Dist. 14
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

PROJECT MANAGEMENT						
JAN -8 '77						
REFER TO Ben/H						
Info	Investigate	R/D	Action	File	Letter	See me
			✓			

AMERICAN REVOLUTION BICENTENNIAL 1776-1976


Huntington
BAKER CO
Proposed Site
Olds Ferry
WASHINGTON CO
MALHEUR CO
Indian Head Mtn
Porters Flat
IDAHO
OREGON
Weiser Flat
Warm Springs
T 11 N
TA-031973
ORE-04714
TD-031973
T 15 S
STANDARD
PARALLEL
SOUTH
ORE-04757
Pine
Tree
Ridge
Moores Hollow
Tub Mountain
T 16 S
Gulch
North
Fork
Alkali Flats
South
Fork
Jacobsen Gulch
T 17 S
Willow
Ontario Heights
Canyon

1-5-77

#8475

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-8(32)351

STATE PROJECT NO.: See below

PROGRAM NO.:

COUNTY NAME: Malheur

ITEM NO.: 70012

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO Rulien
FOR
Inves | R/D | D/R | Sgn | Adt | File

DATE PS&E APPROVED: 1-5-77

DATE AUTHORIZATION EFFECTIVE: 1-5-77

FEDERAL ROUTE NUMBER: Interstate 80N

STATE ROUTE NUMBER: Primary 6

GENERAL LOCATION:

"Port of Entry (Farewell Bend) section"

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave, sign and illumination - Codes 6204, Y002 and Y030 Miles 0.0.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

Perm. pavement striping (S.F.)	$1,200
Temp. erosion control (E.W.)	200
State furnished aggregates	14,950

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-3-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $611,164 - Federal funds $563,737.

A signed copy of the Title sheet is returned herewith.

DATE: 1-5-77

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible] for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-856

8475

~~PRO 6-2~~

December 29, 1976

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. H. Rulien
Program Management Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PNRS No.
70012	I-80N-8(32)351	Port of Entry (Farewell Bend) Sec. #7611-2-1570

JLG:dpy

Enclosure

cc: G. L. Green (FHWA)
D. E. Swan

8475

PRO 6-2

December 29, 1976

TO: S. L. Greco, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 70012
Project No. I-80N-8(32)351
Port of Entry (Farewell Bend) Section
Malheur County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on January 27, 1977.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

JLG:dpy

Attachments

cc: A. E. Schwartz (Region 5)
D. E. Swan

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 29, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT*	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, Benson Cr. Intchge.		2,800	4,500	96	10	Oregon	41	042	70012

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
.T. Pave, Sign, Illum.								I-	80-8	(32)	351	N

AL FUNDS
Interstate

AREA

COUNTY NAME	CODE	PROGRAM STAGE
Malheur	045	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	6	I-80N

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) 6204 Y002 Y030		"Port of Entry (Farewell Bend) Sec."	0.0	611,200	563,700	47,500		ROW-300' normal; Access control - full Parking restrictions-complete.
ARED BY JLG			PROJECT TOTALS	0.0	611,200	563,700	47,500		

GRAM APPROVAL DATES

*ADT on Str. between ramps

REMARKS

Additional Data: Item Nos. 106, 316, 420, 48, 54, & 799; Project Nos. I-80N-7(5)328, (13)342, (18)341, I-80N-8(4)351 , (5)351, & 8(30)351, respectively.

-OVER-

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W. O.
December 29, 1976

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21: I-80N, Benson Cr. Intchge. 65
ADT* PRESENT: 2,800 FUTURE: 4,500 (66) (70) YEAR: 96 (71) (72)
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Gr., Dr., H.T. Pave, Sign, Illum. 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (69)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER: PREFIX LETTER(S) 14: I- 28 NUMBER 7: 80-8 SEQ: (32

CARD 4
CLASS OF FEDERAL FUNDS: Interstate
NAME OF URBAN AREA 17-31: ---
COUNTY NAME: Malheur CODE: 045 (14) (16)
ROUTE NO. I FEDERAL-AID: I-80N (32) STATE: 6 (36) (37) U.S. I-80N (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6204 Y002 Y030		"Port of Entry (Farewell Bend) Sec."	0.0	611,200	563,700	47,500	

CARD 1	CODE 1	PREPARED BY: JLG	PROJECT TOTALS	0.0	611,200	563,700	47,500	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (29)		

*ADT on Str. between ramps

REMARKS
Additional Data: Item Nos. 106, 316,
799; Project Nos. I-80N-7(5)328, (13)
I-80N-8(4)351, (5)351, & 8(30)351, r

ROW
Acc
Par
com

-OVE

PORT OF ENTRY (FAREWELL BEND) SECTION
PROJECT NO I-80N-8(32)351

REMARKS - continued

Project Data: Construct northbound truck scale site with the work consisting of grading, drainage, high-type pavement, illumination, signing, landscaping and incidental work common to this type of project.

IM 50-1-70 Requirements:

(1) State Clearinghouse --- A-95 review letter of approval dated December 21, 1976.

(2) District 14 Clearinghouse --- Nonfunctioning.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 23, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings* --- None required under the Oregon Action Plan (Category 3 project)

(b) Location/Design* --- Not a factor in the development of this project.

*See FHWA's Memorandum (104IEC) dated December 16, 1976.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize a mandatory aggregate material source for the aggregate to be used in the cement treated base and shoulder material. If a site is specified, justification for mandatory use of the site will be submitted as a separate action.

Note: (1) On-the-Job Trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project is in Congressional District No. 2.

(3) The proposed scale site meets the requirements for State participation as detailed in FHPM 6-3-3-11 (See FHWA's memorandum dated December 16, 1976.)

Data for PR-37:

Type Code 6204 (Grading & Paving)	$516,700
Type Code Y002 (Signs)	$ 29,000
Type Code Y030 (Illum.)	$ 65,500

8475

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

E. Salem Highway Bldg.
December 22, 1976

FROM: R. P. Hamilton
Director of Permits

SUBJECT: Agreements; Highway-P.U.C.
Ashland Port of Entry
Farewell Bend Port of Entry

TO: Memo to the File

An amendment to each of the subject agreements has been executed. The amendment pertains to Section VI of each agreement and it deletes the first sentence of said section wherein it was stated that the agreement or any amendment thereto would not be effective until approved by the Executive Department.

cc: Cecil Head
D. H. Moehring
A. Shirley
George Thornton
Pat Schwartz
Clayton Ansell

Extra

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

1) Option from Frank W. and Mary Rita Kellett for the NE Sandy Boulevard-NE Glisan Street Section of the East Portland Freeway in Multnomah County. Consideration $44,000. Approved December 13, 1976. File 49291.

2) Approved on December 15, 1976, two addendums to two separate agreements with Public Utility Commissioner covering the establishment and maintenance of a Port of Entry at Ashland, Jackson County, and a Port of Entry at Farewell Bend, Old Oregon Trail, Malheur County. Addendums cover amendment to paragraph VI to delete the first sentence of the existing agreements which says "This contract and any amendments thereto will not be effective until approved by the Executive Department." This statement is not necessary.

Glenn Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission
Dated this 22 day of December, 1976

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
State Highway Engineer

DATE: December 14, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Addendums to Agreements with PUC on Port of Entries at Ashland and Farewell Bend

Attached please find four copies each of addendums to the agreement with PUC for the two Ports of Entry. The amendment to paragraph VI is to delete the first sentence which is in the existing agreement and which says "This contract and any amendments there to will not be effective until approved by the Executive Department". This statement is not necessary. These two addendums should be processed through Mr. Jackson and then returned to Bob Hamilton after they have been signed by you.

JLS:sjb
attachments

cc: Bob Hamilton

Rec'd approval from
G. Jackson 5:30 PM
Dec 15, 1976
S Coulter

RECEIVED
STATE HWY ENGR
DEC 14 '76
REFER TO
FOR

2475 13

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Port of Entry (Farewell Bend)

DATE: 12/21/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

1/4/77
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz, Reg.5
C. K. Ansell, Dis.14
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7611 2 1570

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
DEC 2 1976
SALEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV.
DEC 8 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7611 2 1570 **Due Date:** DEC 17 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☐ Please coordinate the implementation of the proposal with us.
- ☐ We request review of the final application.
- ☐ State agency permits are required to implement this project. (list below)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

DOT should coordinated with Malheur County Planning Department.

Agency LCDC Dec 6 By John R. Gustafson

12-20-76

12-20-76
PFG

PORT OF ENTRY
(FAREWELL BEND)

Non Participating

Truck Scale Pit & Appr. Slabs	- $8,500
P.O.E. Building	71,000
Flagpole	1,100
Sewage Disposal System	12,950
Water Supply System	2,100
Mobilization for Above	7,650
	$103,300

Anticipated Items:

Building Permits	217
Scales (sales)	3000
Scale Pit Sump Pump	250
Electrical & Telephone Hookups	5000
	$8467
	103300
	$111,767
Eng. & Contin. (13½%)	15,088.55
	126,855.55

Total Nonparticipating $127,000 ±

Participating
(Remainder of Project)

Bid Items	- $514,471
Anticipated Items	- 10,866
	$525,337
Engr & Contin (13½%)	- 70,920.50
	596,257.50

Total Participating $596,000 ±

FA 548,320

State	47,680
Plus	127,000
	$174,680

TOTAL $723,000

RECEIVED
STATE ENGINEER
DEC 20 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Relayed to Don Hawkinson
of P.U.C. 12-20-76
EDH

8475

1p

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 16, 1976

In reply refer to: 1041EC

SUBJECT: Oregon I-80N-8(-)351
Farewell Bend Port of Entry
Malheur County

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

1443-S

We concur in the assumptions listed in Mr. Rulien's April 14 memorandum that:

1. A public hearing is not required.
2. Location/design approval is not a factor since neither the location or design of the highway is affected by the proposed project.
3. The proposed scale site meets the requirements for State participation as detailed in FHPM 6-3-3-11.

fr G. L. Green

cy Pergin
Potter
Versteeg
12-17-76

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8475

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

copy in
Con 91-2
Old Ore.
Trail

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

December 15, 1976

NOTED
E. S. HUNTER

Illumination Pole Storage
Farewell Bend Port of Entry
I-80N
Baker County

We request your concurrence in the use of 22 salvaged illumination poles in the subject project as being in the public interest. These poles are 30 feet long and will be used in the entrance and exit ramps of the Port of Entry.

The poles have a total salvage value of $132 ($0.015/lb.), which will be charged to this project.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

cc E. S. Hunter
L. W. Rulien
J. H. Versteeg
C. G. Swenson
D. H. Moehring
W. E. Schwartz

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9475

13

PRO 6-8

December 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Farewell Bend Port of Entry
Project No. I-80N-8( )351
Malheur County

We are proposing to construct a scale site at Farewell Bend adjacent to I-80N with Federal Aid Interstate funds. It is our intention to receive bids for this project on January 27, 1977.

The project assessment finding as a nonmajor action received FHWA concurrence on November 23, 1976.

The A-95 review was filed on November 24, 1976.

We request your concurrence that a public hearing was not required.

We also request your concurrence that location/design approval is not a factor since neither the location or design of the highway is affected by the proposed project.

We believe that the proposed scale site meets the requirements for Interstate participation as detailed in Vol. 6, Chap. 3, Sect. 3, Subsection 11 of the Federal Highway Program Manual.

Your concurrence in these assumptions is requested.

DES:ljt
Att.

cc: E. S. Hunter
J. H. Versteeg
R. Hamilton

8475

1

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: November 30, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Benson Creek Interchange
Old Oregon Trail #6
Malheur County

1 copy in COR 21-2 Old Ore. Trail

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED

STATE HIGHWAY ENGINEER

Date

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell
Region 5 Geologist: Vernal Moore

APPROVED
ES Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 11-30-76

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

13

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 26, 1976

1442-S

S Klaboe

Mr. Frank C. Blankinship
Economy Tire Service
P.O. Box 262
Ontario, Oregon 97914

NOTED
F. B. KLABOE

Dear Mr. Blankinship:

The favorable revenue producing experience at the Ashland port of entry made it desirable to study other main traveled routes into Oregon. A preliminary examination by Public Utility Commissioner and Highway Division personnel indicated that a port of entry on highway I-80N near the Idaho border was needed. A feasibility study was made based on the volume of truck traffic, traffic patterns, compliance with the laws, and the experience gained from the Ashland port of entry. It was concluded that increased revenues would exceed the initial construction and operating costs within a relatively short period of time.

Representatives of the Public Utility Commissioner and the Highway Division surveyed the area and examined the merits of various situations and locations. A review of all the factors disclosed three available options:

1. Utilize the existing buildings in Ontario.
2. Construct a new port of entry.
3. Do nothing.

The "do nothing" option would cost nothing initially, but would result not only in a continuing loss of badly needed revenue for the Highway fund, but also a continuing lack of truck weight enforcement.

Serious consideration was given to the use of the State office in Ontario. The concept of a port of entry, however, is to bring all trucks using a highway into the facility to determine their compliance with the laws of the state, to provide space where oversize and/or overweight vehicles and loads can be made legal, and to issue licenses, P.U.C. and Highway permits as required.

COPY

Only the latter function would be possible at Ontario. There is not sufficient ground area to permit the construction of truck scales for weight enforcement purposes or to provide adequate space for load adjustment and parking. An increase in the volume of trucks entering and leaving Idaho Avenue at the State offices would further congest the large volume of traffic which presently exists at this location. More simply stated, the existing Ontario site would be inadequate now and would be more inadequate in future years.

The remaining option was to construct a port of entry at a new location. The numerous benefits of having a full service facility in an urban area was recognized. However, the many points of entry from Idaho in the Ontario area was most detrimental to the selection of a site there. The only locations where evasive tactics by truckers could be readily prevented was northwest of Olds Ferry junction. The site selected at Farewell Bend interchange was the most economical to construct and to provide space for future expansion.

The existing offices will provide services to truckers traveling through central Oregon as well as local residents. The present level of staffing at Ontario will be reduced according to needs.

The approval for construction of the port was provided by the Legislative Emergency Board and construction and operating costs will be from funds collected by the Public Utility Commissioner.

Again, I would like to stress that serious consideration was given to all factors of the proposal. The decision to build and the site selected were considered to be in the best interests of the State of Oregon over the longer period of time.

Sincerely,

Governor

RWS:bh

bcc: DOT

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DOT OPERATIONS
DEC 1 - '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PLEASE RETURN
ORIGINAL LETTER
157

Frank Blankinship
ECONOMY TIRE SERVICE
Phone (503) 889-9666 P.O. Box 262
Ontario, Oregon 97914

Nov. 3, 1976
008269

RECEIVED
NOV - 8 1976
Governor's Office

Please prepare draft reply
for Governor's signature
by 11-16
Thank you.

Governor Robert W. Straub
State Capitol
Salem, Oregon 97310

Dear Sir:

Enclosed is a copy of my letter sent to Senator Bob Smith and Rep. Denny Jones while you were in Israel, which states a few of my objections to the highway department project for a truck port of entry at Farewell Bend.

This plan is not only a waste of money now but will be a cost drain from now on. Your letter states that service at the Ontario office will not be diminished so this means there will be a duplication of help and facilities with the additional use of gasoline for all the help to drive back and forth. Not a very good example of saving energy. The same job could be done at the present location with only added personnel to keep the office open longer hours.

I would agree that the project does meet one criteria that the highway department has which seems to be to spend money without the thought of real need.

In reading your letter to the Ontario Chamber of Commerce and to Mr. Holloway, it would appear all of your information is coming directly from the highway dept.

As elected Governor of our State I think you should be looking more directly into matters like this.

Sincerely

Frank C. Blankinship

FCB:lb
Enc.

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FOR
Info | Inves. | R/D | D/R | Sign | Ack

PERMIT UNIT
RECEIVED
NOV 10 1976
☐ LP ☐ OS ☐ CW ☐ WGS ☐ OAS

RECEIVED
NOV 9 1976
OFFICE
DIRECTOR of TRANSPORTATION

Frank Blankinship
ECONOMY TIRE SERVICE
Phone (503) 889-9666 P.O. Box 262
Ontario, Oregon 97914

Oct. 12, 1976

Senator Bob Smith:

Recently, with a large outlay of our Federal and State tax money, the Oregon State Highway Dept. completed a new off-ramp addition to the East Ontario cloverleaf for the purpose of making it easier for traffic to get off the freeway and into the State Police and P.U.C. offices.

Now Mr. Don Haakenson of the State P.U.C. office states the State is going to build a new Port of Entry at Farewell Bend at a cost of nearly $600,000.00. State spokesman attempts to soften the cost amount by saying the facility will generate income of $440,000.00, which we all know will come in anyway. Statement that the location is more strategic for incoming trucks is not logical. How about the trucks going through Vale and Central Oregon?

Apparently we are going to have a partial duplication of facilities at Ontario, or will Ontario offices be closed and all of Vale, Nyssa and Ontario residents drive to Farewell Bend for P.U.C. and license services? Will all of the employees have to travel to work and who foots the bill? Will the plan be a boost to the present private facilities at Farewell Bend and the new ones planned if the State does build?

If the Highway Dept. feels it must have the added facility, it surely could be provided for much less and operated more efficiently at the present location. While reading these news releases by the State P.U.C. employees, the following questions enter my mind:

1. Why did the P.U.C. official feel it was necessary to deny that the private commercial business at Farewell Bend had any bearing on the State's choice of location?
2. Even if additional facility is needed, how can the Highway Dept. justify this expensive move and unnecessary spending and at the same time carry on a continuous story of the need to pass the added 1¢ gas tax and additional truck fee or they will have to cut back on repairs and employees. If the tax is passed on, private truck industry may have to cut back on employees.
3. Can it be that the Highway Dept. is so independent and indifferent to the people and their elected representatives that it can go its own way without approval? Or did our elected representatives approve this money-wasting scheme?

Realising that you are very busy, I would appreciate it if you could find time to write so I can understand your position on this plan, which not only wastes money now, but would be a costly operation from now on.

Sincerely

Frank C. Blankinship
P. O. Box 262
Ontario, Oregon 97914

FCB/lb

8475 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 24, 1976

FILE:
NOTED
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Farewell Bend Truck Scale Site

TO: E. S. Hunter
Deputy State Highway Engineer

On November 23, 1976, the following people met to discuss the Farewell Bend Truck Scale Project.

Robert Hamilton
D. E. Swan
D. O. Christensen
J. H. Versteeg
C. G. Swenson
W. E. Cole
D. N. Stoudenmeyer
Don Haynes
Paul Galloway

The size of the parking lot will be increased, illumination system enlarged, drainage revised, etc. We will still be able to meet the contract letting schedule.

Mr. Swan advises that it will require 30 days to complete the A-95 process. The Environmental Assessment, public hearing process, and right of way acquisitions are being reviewed for compliance. No other permit or procedure problems were identified.

JHV:jh

NOTED
E. S. HUNTER

Scott
[illegible]
[illegible] 29th [illegible]
FAT [illegible]
[illegible]

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8475.

ROBERT W. STRAUB
GOVERNOR

**PUBLIC UTILITY COMMISSIONER
OF OREGON**

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378-6610

November 24, 1976

MISC. CONTRACTS and
AGREEMENTS No. 5996

Mr. R. P. Hamilton
Director of Permits
Oregon State Highway Division
2960 E. State Street
Salem, OR 97310

Dear Mr. Hamilton:

Attached is the executed Agreement between PUC and Highway relating to the Farewell Bend Port-of-Entry.

Sincerely,

T. A. Bright
T. A. Bright,
Controller

TAB:aaw
Attachment

Bob Hamilton
said Exec. Dept.
approval would
be covered in
a letter -
fran

PERMIT UNIT
RECEIVED
NOV 26 1976
☒ DP ☐ OE ☐ CW ☐ WOS ☐ OAS
☐ TS ☐ ATS ☐ ATS ☐ FILE ☐ TA

11-30-76 Copies of agreement to Schroeder, Moehring, Schwartz, Ansell, Skoog and Hamilton.
fkn

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

(#2) 8475

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 24, 1976

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No.
Section: Port of Entry (Farewell Bend)
Highway: Old Oregon Trail Highway (I-80N)
County: Malheur

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 27, 1976.

BLG:dpy

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: W. E. Schwartz - Region 5
District Engineer: C. K. Ansell
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

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STATE HWY ENGR
NOV 24 '76
REFER TO
FOR
Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: Oregon State Department of Transportat. — 46] DIVISION [79: Highway

03R — 12] APPLICANT ADDRESS STREET [45: Room 205 DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97302

04 — 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Port of Entry (Farewell Bend)

11 — 12] PROJECT LOCATION—CITY: Old Ore. Trail Highway I-80N — PROJECT LOCATION—COUNTY: Malheur — PROJECT LOCATION [79: SEC: T: 15S R: 45E

05 — SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71

06 — 12] This project is to construct a port of entry station on I-80N near Ontario. [71

07 — 12] The project includes construction of a weigh station, port-of-entry and park- [71

08 — 12] ing area. The station will be a point at which truck licensing, dimensions [71

09 — 12] and weight are checked and licenses issued. [71

10 — 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
529,000		46.000		150,000	725,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 — 12] FEDERAL PROGRAM TITLE [79: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME: FHWA

17 — **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: (Same as letter)

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December — 43] DAY [44: 27 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Same as letter.

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

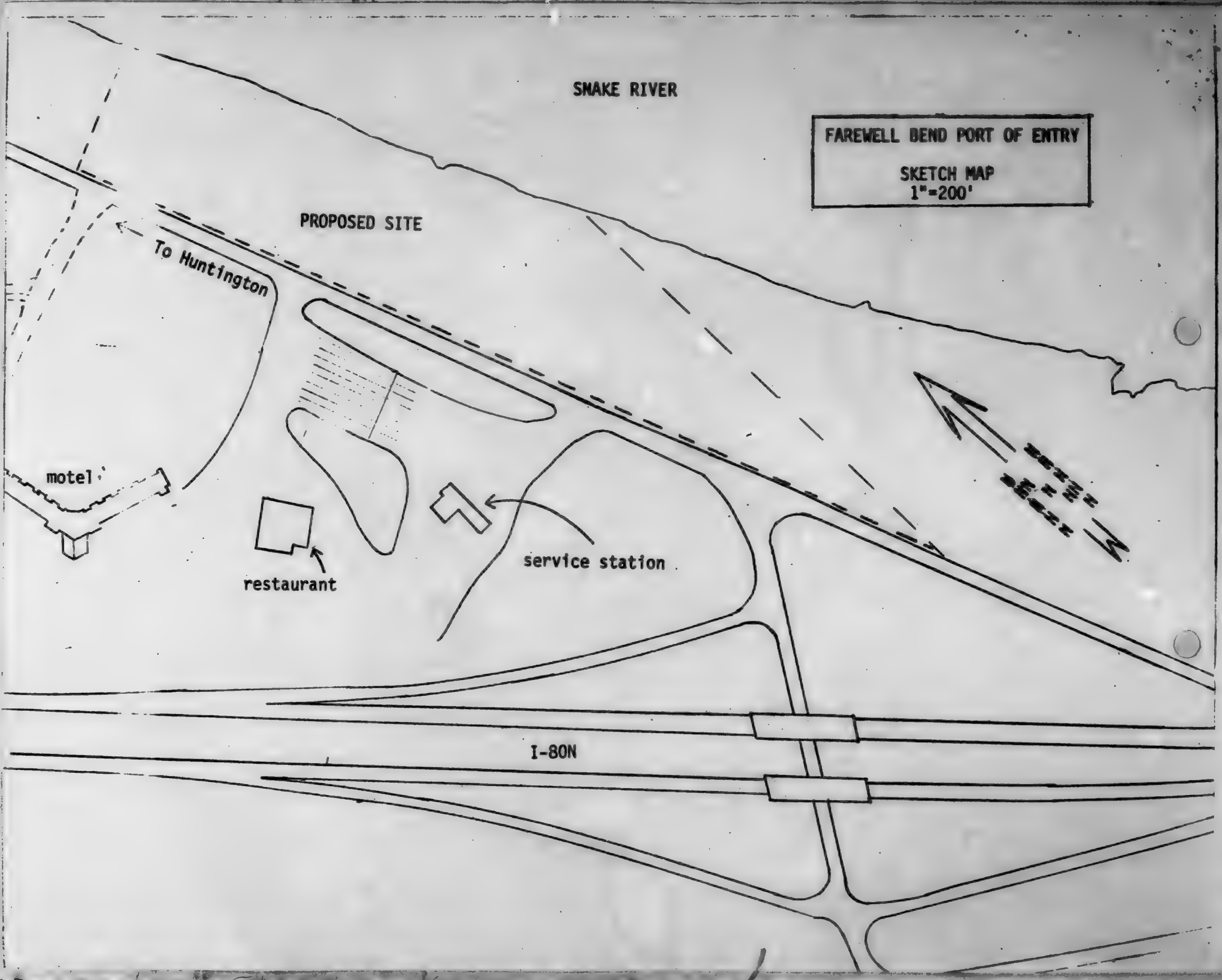
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (e) This is a Category 3 Project of Non-Major Environmental Impact under Oregon's Action Plan. Right-of-way for this project has been acquired utilizing State funds.


SNAKE RIVER
FAREWELL BEND PORT OF ENTRY
SKETCH MAP
1"=200'
PROPOSED SITE
To Huntington
motel
restaurant
service station
I-80N

8475

43

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 28, 1976

In reply refer to: 1041A

SUBJECT: I-80N-8(-)
Benson Creek Interchange
Farewell Bend Port of Entry
(Re Mr. Keasey's Sept. 23 letter)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The design for providing access to the proposed Farewell Bend Port of Entry from the existing interchange is acceptable. It is understood that operation of the truck scales shall assure that the Interstate ramp is not blocked by waiting vehicles.

The preliminary layout sheet is returned herewith.

G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER

cc Schroeder
Sterling – (w/P con)
Hamilton
Rubien
Schwartz
11-2-76

RECEIVED
NOV 3 1976
Office of
Assistant State Highway Engineer

11-3-76
Copy - George

September 23, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Farewell Bend Port of Entry
Benson Creek Interchange
Old Oregon Trail Highway
Malheur County

In May, your office approved a preliminary layout sheet on the subject Port of Entry.

Attached is a revised plan which has been prepared because the previous design would have put the truck stop across the road out of business. This plan also has other advantages which PUC and our Permits Section have requested.

This will be constructed with State funds and no public hearing will be required.

Your approval is requested.

Very truly yours,

E. S. Hunter
for Deputy State Highway Engineer

Attachment

bc H. S. Coulter
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
R. P. Hamilton
Pat Schwartz

DNS:az ja

8475

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 21, 1976

10-25-76
cy Hunter
Schroeder
Hamilton
Moehring

14425

Mr. R. Roy Probasco
Executive Secretary
Ontario Chamber of Commerce
Ontario, Oregon 97914

Dear Mr. Probasco:

The possibility of utilizing the existing state office in Ontario was studied in considerable detail. It did not meet the criteria set out by the Highway Division.

The reasons for selecting the Farewell Bend site were: a location which would reduce to a minimum the possibility of truckers by-passing the facility and, sufficient ground area to handle not only present traffic, but that projected for the future.

The Highway Division has carefully reviewed its experience with the first port of entry which opened two years ago in Ashland. They learned that, while most truck operators look upon a port as a convenient facility to assist in compliance with the laws, a small minority of truckers operate illegally and take some surprisingly evasive measure to avoid detection and payments.

In studying the Ontario location, it was felt that, although the old river road you refer to now carries little truck traffic, a port of entry at Ontario would cause its increased use as a by-pass and another truck scale would eventually have to be constructed on this route and operated a good deal of the time.

Also sufficient area at the existing Ontario office is not available to allow for the construction of truck scales, scale ramps, and parking area. Traffic counts indicate that parking space must be provided for 16 to 20 trucks. Such space is available at Farewell Bend and this can be doubled as future years and increasing truck traffic require it.

Another factor which caused concern is the increasing volume of traffic traveling Idaho Avenue which fronts the State offices in Ontario. To compound this by requiring every in-bound truck on I-80N to enter upon this street seemed unwise.

COPY

Mr. R. Ray [illegible]
Page 2
October 31, 1975

The services now offered at the Ontario office will not be diminished. Truckers will still be able to obtain a full range of services regardless of which route he may travel when leaving the city. Staffing adequate to meet the needs of the public will be maintained.

Again, I want to stress to you that considerable attention was given to utilizing the existing Ontario office. But the location did not meet the criteria and its weaknesses could only become more pronounced in future years.

Sincerely,

Governor

RWS:cs

bc: Dept. of Transportation

RECEIVED
OCT 8 1976
Governor's Office

ONTARIO
CAPITAL OF
EASTERN OREGON

ON THE OLD OREGON TRAIL

Chamber of Commerce

MOORE HOTEL BUILDING
ONTARIO, OREGON
97914

October 5, 1976

007937

to Schroeder
10-12
due 10-17

Please prepare draft reply
for Governor's signature
by 10-18
Thank you.

PLEASE RETURN
ORIGINAL LETTER

The Honorable Bob Straub, Governor
State of Oregon
State Capitol
Salem, Oregon 97310

Dear Sir;

I am writing in regards to what, the Board of Directors of the Ontario Chamber of Commerce feels, is a gross misuse of State funds in Malheur County. As you can see from the enclosed story from our Daily Argus Observer newspaper, the Highway Division is planning on building a facility for issuing permits and weighing trucks at Farewell Bend, some 30 miles north of Ontario.

We feel that this is an expenditure that is unnecessary in that a facility to do the same thing is already located in Ontario. In addition, the Ontario office is able to issue permits to trucks traveling on U. S. Highways 20 & 26 going west from Ontario and Highway 95 going south. This facility has been improved in the past year by the Highway Division, in building a new north bound exit from 80N to allow easier and safer access of trucks to the present facility. The parking area was enlarged to provide additional space to park from 9 to 12 trucks and trailers. The Ontario office is located in the same building with the Oregon State Police, providing security for a business that grosses from $300,000 to $400,000 a year and is increasing.

At the present time, the Ontario office is only open from 8 to 5, 5 days a week, leaving many truckers traveling into the state when the office is closed without a place to buy a permit. They can either call ahead to have a permit issued and left at the State Police office, or, they can sue a Transceiver Service that costs them $10 to $12 over the priee of the permit.

Some of the agrument used by the Highway Division is that some trucks by-pass Ontario and take an old "river road" from the Weiser, Idaho Junction and therefore do not buy a permit. Very few trucks travel that road, and if they do, I'm sure the PUC Auditors collect from them during their audits. Since the Ontario office is not open 24 hours a day, many of the trucks are forced to by-pass Ontario or stay overnight here.

As to the weigh station that is proposed in the new facility, the State now owns a sizable piece of property nect to the Ontario office that has been vacant for three years and would handle the weigh station with very little cost to the taxpayers. And, if the Ontario office was to stay open for 24 hours a day, the added cost to the state would only be the wages for the 12 or more employees that needed to be hired. It certainly would be less that the proposed $583,000.00 to build the new facility and to hire the 22 people proposed.

In addition to all of the above, at Farewell Bend, there is only one service station, one motel, and one restaurant, leaving the truckers no choice of places to stay, eat or buy fuel. In Ontario, they would be given the freedom of choice of several of these types of services. Is someone going to gain financially by the move to Farewell Bend?

If not, why is a facility being planned that will cost the Oregon Taxpapers that much money and is a duplication of an office that is already here and won't cost over a half a million dollars.

Many members of the Highway Division and the Department of Transportation are now touring the State asking for support of the proposed increase in gasoline tax. Wouldn't the $583,000.00 be spent on repairing a highway in some part of the state, rather than where it is proposed.

Our Chamber would be glad to listen to someone who can prove to us that this isn't an expenditure that is unnecessary.

Sincerely yours,

R Roy Probasco

R. Roy Probasco
Executive Secretary

cc:
Robert F. Smith - State Senator
Denny Jones - State Representative

RECEIVED
OCT 11 1976
OFFICE
DIRECTOR of TRANSPORTATION

PRICE 20c

Daily Argus Observer

80TH YEAR 187TH ISSUE 2 SECTIONS 36 PAGES ONTARIO, OREGON 97914, FRIDAY, SEPTEMBER 24, 1976

Planners approve port of entry plan

VALE — Malheur County Planning Commission gave approval for a new Port of Entry-truck weighing and permit station at Farewell Bend last night. The Commission registered a protest, however, with the Highway Division for lack of time to look at the property.

As described by Verne Allen, right of way supervisor for Region Five of the Oregon State Highway Division, the , the port of entry will cost $583,000 and will earn $440,000 annually. Full time operation projected to begin July 1 will require 22 persons on a year-around basis.

"Only supervisory persons will be moved in. The rest will be hired locally," Allen said.

An average day will see 800-1,000 trucks processed through the west-bound facility, he indicated. East bound traffic may use the facility on a voluntary basis as well, he said.

Landscaping will be done with any funds left over from construction or later as money becomes available.

The facility at Farewell Bend will require no new off ramps and will not interfere with commercial operations already in the area.

Allen presented the commission with a letter from Clyde Ramsey, proprietor of the Farewell Bend Motel, indicating he had no objection to the new installation.

While giving unanimous approval to the requested conditional use petition in the R-2 zone, the planning commission reminded Allen that citizens needing the same changes are required to wait at least 30 days so the members can view the property before making a decision. They felt that while there were no objections to the Port of Entry, they were being unfair to others.

8475

15

NOTED
H. S. COULTER

The County of Malheur

VALE, OREGON

September 29, 1976

Oregon State Highway Division
State Highway Bldg.
Salem, OR 97310

Gentlemen:

Your petition for a conditional use permit for a Port of Entry located East of the Farewell Bend Complex has been approved by the Malheur County Planning Commission at their September 23, 1976 meeting.

Sincerely,

Alfred Pottorff

Alfred Pottorff
Planning Director

AP:am

cc: Oregon State Highway Division
LaGrande, OR

RECEIVED
STATE HWY ENGR
OCT 4 '76
REFER TO Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Hamilton
Boyd. -
10/5/76
gv

10-6-76
Copy to Kulien - TAA

RECEIVED
OCT 5 1976
Office of
Assistant State Highway Engineer

9475

15

1859

OREGON STATE
HIGHWAY DIVISION

PERMIT UNIT

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2568

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
AUG 18 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 17, 1976

Mr. Tom Bright
Business Manager
Public Utility Commissioner
Labor and Industries Bldg.
Salem, OR 97310

Dear Mr. Bright:

Subsequent to the Emergency Board's approval for construction of a Port of Entry at Farewell Bend, you asked we furnish you with estimated costs of the Highway Weighmaster operations at the proposed Port for the 1977-79 biennium.

The estimated costs, for which Highway will be reimbursed by PUC, are as follows:

Personal Services		
Weighmaster 1, 6 positions @ $1028 =	$148,032	
Weighmaster 2, 2 positions @ $1133 =	54,384	
Weighmaster 3, 1 position @ $1251 =	30,024	
Overtime and Shift Differential =	14,000	
Subtotal	246,440	
OPE Factor 20.2%	49,780	
Total, Personal Services		$296,200
Services and Supplies		57,900
Capital Outlay		1,000
TOTAL		$355,100

Yours very truly,

R P Hamilton

R. P. Hamilton
Director of Permits

RPH:w

Coulter
Hunter
Schroeder
Moehring
Skoog

8475 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 19, 1976

FROM: R. P. Hamilton
Director of Permits

SUBJECT: Farewell Bend Port of Entry

TO: Mr. Frank R. Griffin
Chief Accountant

NOTED
E. S. HUNTER

At its August 12 meeting the Emergency Board approved PUC's request for authority to proceed with the Farewell Bend Port of Entry project. The approval carried an expenditure limitation to PUC's budget in the amount of $583,000 for land acquisition, engineering, and construction of the project.

As we did previously with the Ashland Port, Highway Division will perform all engineering and construction of the project and will be reimbursed all costs by PUC.

Will you please provide us with accounting prefixes for the project. You will recall that in the Ashland project one prefix was utilized for land acquisition and preliminary design, while another was used for the actual contract. You may wish to follow this same procedure for the current project.

RPH:w

cc: H. S. Coulter ✓
E. S. Hunter ✓
R. L. Schroeder
D. H. Moehring

NOTED
E. S. HUNTER

cc Hunt
Vantry
8-20-76

RECEIVED
STATE HWY ENGR
AUG 19 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

I 80N-8(-) 353
1/3

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

~~May 25, 1976~~
6-1-76

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Farewell Bend Port of Entry
Benson Creek Interchange
Old Oregon Trail Highway
Malheur County

Here is the preliminary layout sheet on the subject project. It is our intention to revise the existing interchange as shown in order to provide a Port of Entry.

This will be constructed with State funds and no public hearing will be required.

Your approval of this revision is requested.

Very truly yours,

ES Hunter
E. S. Hunter
Deputy State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR
Info Inves R/D B/R Sign Act File

Enc.

6/1/76: Approved Preliminary Layout sheet dated 5/20/76 returned herewith.

RECEIVED
[illegible] 1976

EJ Valach
E. J. Valach
District Engineer, FHWA

NOTED
E. S. HUNTER
cc Versteeg w/Plan
Rulien
Hamilton

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 19, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Port of Entry
I-80N, Farewell Bend, Baker County

At the October 28, 1975 Commission meeting, I reported to you concerning a proposal by the Public Utility Commissioner to construct additional Ports of Entry. The proposal was to construct such facilities in the Ontario and Klamath Falls areas. Based upon our experience with the Ashland Port we had estimated construction costs at $1¼ million and annual operating costs at $200,000 to $300,000 for each port. Notwithstanding the advantages of a port from the standpoints of additional P.U.C. tax recovery, vehicle safety enforcement, and size/weight law compliance, I felt compelled to recommend against supporting the proposal, at least until our financial picture brightened. The Commisison concurred in this.

copies to Ontario & K. Falls

During recent months, in compliance with directives from the Governor's office, we proceeded with an investigation toward a port facility of minimum scope and capability. Our investigation centered upon the Farewell Bend area on I-80N, approximately 23 miles north of Ontario. We have selected a site there which offers the least bypassing possibilities.

The site will require only a small amount of earth moving and off-on ramps from an existing interchange can be utilized. These features coupled with minimum construction standards will allow a very basic facility, but adequate for present needs, to be constructed for approximately $560,000. Adequate property would be acquired to provide for future expansion as may be needed.

Former Governor McCall had appointed a Port of Entry Planning Task Force consisting of representatives from Highway, State Police, P.U.C., and Motor Vehicles, with a budget analyst from the Executive Department as chairman. I attended a recent meeting of this group and learned that the first year of operation at the Ashland Port produced over $430,000 after deducting operating costs.

Although a port at Farewell Bend would encounter a lesser volume of truck traffic than is experienced at Ashland, P.U.C. studies indicate a higher violation rate can be expected for trucks entering from Idaho, possibly to the extent that road tax revenues recovered may equal that at Ashland. For these reasons, it would be desirable to operate the proposed port on a 24-hour, seven-day basis. Staffing costs for the necessary Highway, Motor Vehicle, and P.U.C. employees is estimated at $250,000 annually.

The Planning Task Force voted in favor of the Farewell Bend project and will request approval and funding from the Emergency Board at the Board's May 13-14 meeting. If the project is approved, we would anticipate completion by next January.

bc George M. Baldwin
Robert Burco
E. S. Hunter
H. S. Coulter
R. L. Schroeder
D. H. Moehring
Walt Hart
Hal Versteeg
C. T. Keasey
L. E. George
W. E. Schwartz
V. E. Skoog
Ralph Sipprell
Fred Miller
R. P. Hamilton

RPH:dc dpy/ms

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 12, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Farewell Bend Port of Entry
Old Oregon Trail Highway
Baker County

TO: F. B. Klaboe
Administrator & State Highway Engineer

An estimate has been prepared for a 15 truck parking area for the subject Port of Entry.

Grading - Drainage	$ 40,000
Surfacing (3" AC, 12" C.T.B., 8" Cr. Base)	225,000*
Water (Well)	5,500
Sewer (DEQ Approval)**	27,500
Lighting (Salvage)	50,000
Signing and Signals (Salvage)	10,000
Power Connection	2,500
Move Existing Power Poles	5,500
Scales (Salvage)	22,000
PUC and Scale Building (Combined)	44,000
R/W (10 acres @ $3,000/acre)	33,000
	$465,000
Engineering & Contingencies (20% ±)	93,000
TOTAL	$558,000

RECEIVED
STATE HWY ENGR
APR 13 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

* Alternate Surface Designs

(1) 4" AC, 12" Treated base hauled from Ontario	$425,000
(2) Oil Mat, 12" C.T.B., 10" Cr. Base)	$205,000

** There is no assurance that either the County Sanitarian or the DEQ will approve our plans for the sewage disposal drainage field.

JHV:jh
cc: R. P. Hamilton

NOTED
F. B. KLABOE

FAREWELL BEND PORT OF ENTRY

FHWA tentative approval has been verbally received.

Survey	Two weeks
Plans	Six weeks after survey
Right of Way	Six weeks after survey
DEQ Permit	Six months after survey
Well	Two months after DEQ Permit
Utility Adjustment	Two weeks after Right of Way
Rock	Three months after DEQ Permit
Scales and Building	Two months after DEQ Permit

Total time survey to constructed in 9-1/2 months. We cannot run a sewer to the State Park so we will provide a drain field in the immediate area probably on highway right of way on the opposite side of the freeway from the Port of Entry.

Environmental says they see no impacts from this installation.

DNS:jh
April 9, 1976

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 5, 1976

FROM: W. E. Schwartz
Regional Engineer

SUBJECT: Port of Entry
Farewell Bend Site

TO: F. B. Klaboe
Administrator and State Highway Engineer

SALEM

RECEIVED
STATE HWY ENGR
APR 6 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
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File

Regarding your letter of March 29, 1976 on subject site, I have been able to obtain the following answers to your questions:

1. Malheur County Sanitarian Bruce Sarazin visited the site with our Geologist, Vern Moore. He saw no reason why a septic tank and drain field would not be approved for the proposed development. In the same discussion, he advised that the service station-motel-restaurant complex across the road was having trouble with their drain field and were going to have to go to a lagoon system. They have 12,000 feet of drain field and it has totally failed. If a decision is made to place a port of entry at this location, it may be possible to have the lagoon made large enough to accommodate our additional load. The owner is out of State and was not available to discuss this possibility. I understand their plans for a lagoon are presently in the hands of the DEQ awaiting approval. A decision would have to be made rather quickly if we wanted to get in on this.

2. Electric power is available right across the road from the proposed site. Depending upon our site development plan, 1 to 2 poles would be required to transport the power to the site. Cost would be $500/pole.

3. There are 4 wells on the commercial property across the road from the proposed development. They apparently are only adequate to serve the domestic needs of the complex. Irrigation water is pumped directly from the Snake River. There is an 8" well, 645 feet deep, which produces 20 gpm; a 10" well, 175 feet deep, produces 80 gpm; a 10" well, 50 feet deep, produces 60 gpm; a 16" for 330 feet, then 8" to 675 feet, which produces 10 gpm. The shallow wells produce the best but are influenced by the Brownlee Dam pool elevation. When the pool is up, the two shallow wells adequately serve the complex.

Our State Park at Farewell Bend has two 30-foot± wells which are adequate according to the Park Manager.

The information on the wells at the private development was obtained from the State Engineer's office.

I am told there is a well on subject property which I was unable to obtain any information about.

4. The subject property is zoned R-2, Rural Recreational. Malheur County Planner Albert Pottorff says that our proposed use would appear to be compatible and can see no reason why a zoning variance would not be approved.

5. We have 18 luminaire poles at the Ontario maintenance station which were salvaged from the North Ontario Interchange. There are 16 poles 31 feet long and 2 poles 32 feet long. There are 21 mast arms; 7, 10 feet long; 5, 12 feet long; and 9, 17 feet long. Also included are the mercury vapor luminaires.

WES:sh

cc E. S. Hunter
H. S. Coulter
R. P. Hamilton

Int 9-17

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 29, 1976

TO W. E. Schwartz
Regional Engineer - La Grande

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Farewell Bend Port of Entry
I-80N - Baker County

As you are aware, consideration is being given to constructing a Port of Entry at this location. Before further thought can be given, it is necessary that the feasibility of such a project be more closely determined and that a preliminary estimate be prepared. We need the following information:

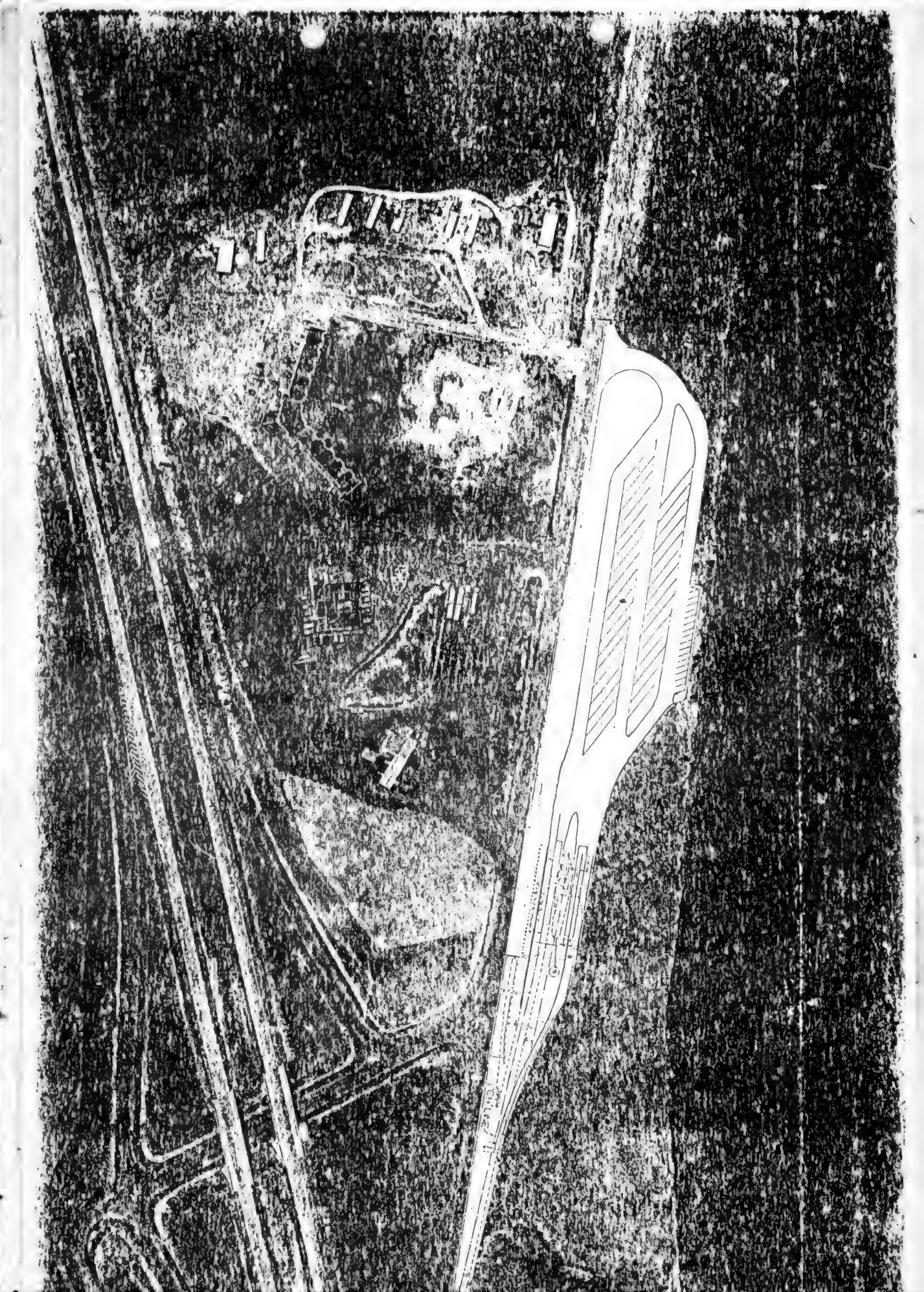
1. Feasibility of constructing a septic tank and drainfield. Will governing authorities permit this?
2. Availability of electrical power and cost to bring 120/240 service to building site.
3. Potable water supply. Is there a possibility of obtaining from existing commercial development or will it be necessary to drill?
4. Will zoning allow the proposed construction? The Regional Right of Way Supervisor may have some information concerning this.
5. Availability and type of salvaged poles, mast arms, and fixtures for lighting off-ramp and parking area.

Please provide all the information (including rough cost for each item) you can by April 7. Since there is no fund set up for this study, you will have to absorb the cost.

Att.

cc: E. S. Hunter
H. S. Coulter
R. P. Hamilton

Hamilton - srb



SHEET NO	DESCRIPTION
1	Title Sheet
2,2A	Typical Sections
2B,2C,2D	Details
2E,2F,2G,2H	Pipe Data, Material Sources
2J	Stage Const. 2K Summary
3,4,4A	Plan & Profile
4B	Profile
4C,4D	Contour Grading
5-14 Incl	Plan & Profile
14A	Profile
15	Plan & Profile
15A,15B	Profile
16-25 Incl	Plan & Profile

Drg. No's
2502, 27209, 27210 } Temporary Protection & Direction of Traffic
2050, 2050A - Manholes
2051 - Misc Structures
2070 - Conc Br. End Panels
2085, 2085A - Fence & Gates
2091, 2091A, 2112, 2121, 2123 } Culvert Pipe
2101 - Metal Snow Fence
2105 - Conc. Inlets
2106 - Guide Posts
2127 - Conc. Median Barrier
2122 - Rounding Cutbanks
2126, 2126A, 21268, 23257 } Guard Rail & Median Barrier
24839 - Cattle Guards
10509, 11631 - Box Culverts
26786-26793 Incl - Br. No. 8083A
26358-26360 Incl - Br. No. 9838 & 9838A
26047, 22960, 22970, 27090, 27155 } Br. Standards
27203-27206 Incl., 27231 - Signing, Illumination
S-1-S-7 Incl., S-7A, S-8, S-9A, S-10-S-13 Incl., S-15, S-16, 22478, 23743, 23836, 1471 } Signing Standards

STATE OF

STATE HIGHWAY

PLANS FOR PROP

GRADING, PAVING, STRUC

OLDS FERRY-N.FK. JAC

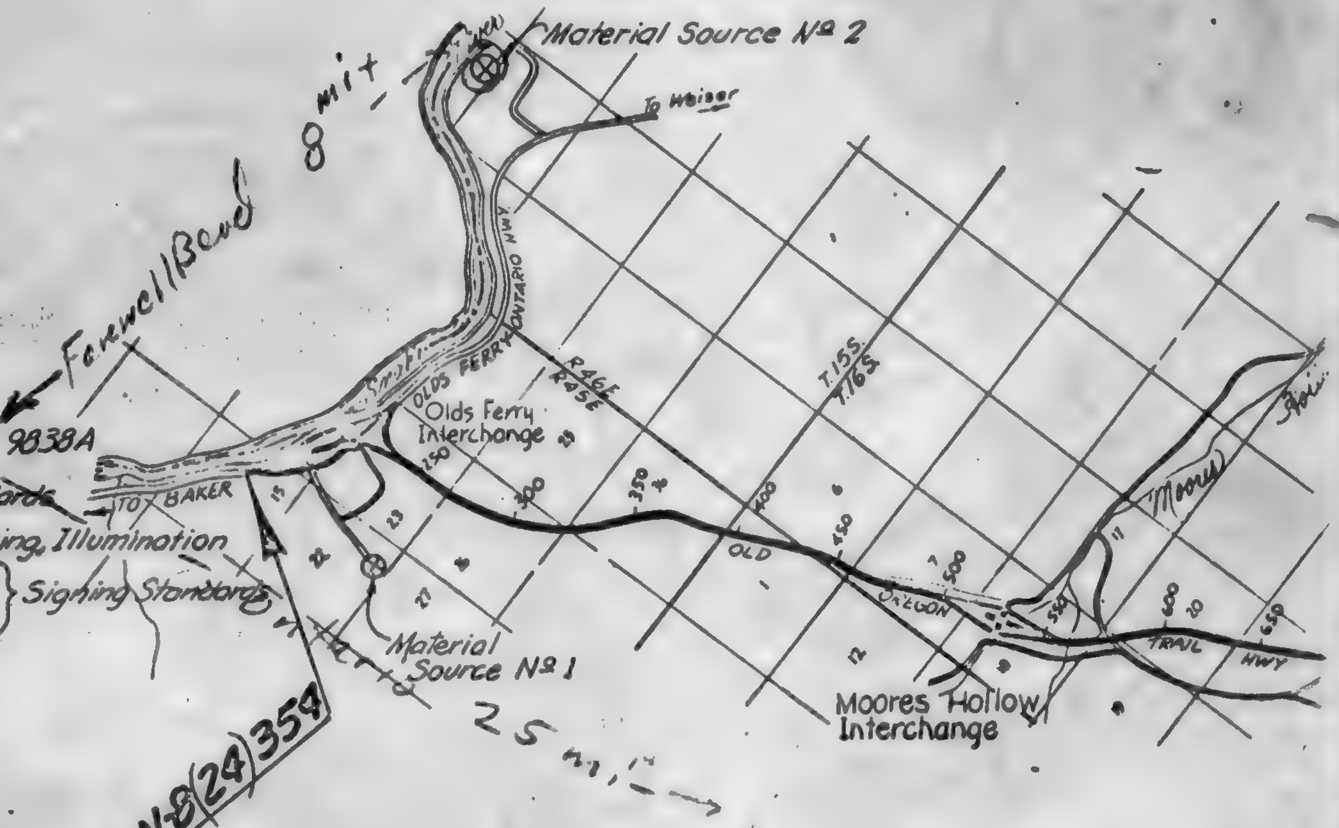
OLD OREGON TRA

MALHEUR

NOVEMBE

Porfiro Flat

Ogilvie IR-4495



Material Source No 2
To Weiser
8 mi
Farewell Bend
Snake
OLDS FERRY - ONTARIO HWY
Olds Ferry Interchange
TO BAKER
RAGE
R45E
T.15S.
T.16S.
Material Source No 1
OLD
OREGON
TRAIL
HWY
Moores
Moores Hollow Interchange
25 mi
250
300
350
400
450
500
550
600
650

BEGINNING OF PROJECT I-80N-8(24)354
STA. 185+10.32

Name Ogilvie (Lessors Kohler)
Distance 8 miles
Amt Rock Unlimited
Price See attached Letter

END OF PROJECT
STA. 844+00

Ske

Scale 0

P LIC UTILITY COMMISSIONER OF OREG

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

Date: March 26, 1976

From: Don Haakenson

To: Charlie Davis

Subject: Port of Entry Planning Committee Meeting

As requested by the Governor's office, Bill Seibert, Budget Analyst from the Executive Department, held a meeting of our POE Planning Committee this morning. Those attending, in addition to Seibert and PUC personnel, were Fred Klaboe and Bob Hamilton of the Department of Transportation, Harvey Ward from MVD (also DOT), and Capt. Brandaw of the OSP.

We had the first report of the so-called "windshield estimate" for the proposed Ontario POE. It appears that some $600,000 would be necessary for land preparation alone, including appropriate asphalting. Other costs would probably come to around $300,000. As you will recall, we had been optimistically thinking that perhaps an installation could be constructed for approximately $400,000. However, it develops that Highway cannot use their own crews for the construction and found that simply rocking with shots of hot oil is not sufficient for the traffic or parking areas and that it in fact needs the expensive asphalt treatment.

(10 AM)

It was concluded that we will have another Planning Committee meeting two weeks from today on April 9. In the interim, Highway engineers are going to re-evaluate the project to see whether the areas requiring preparation can be substantially reduced and the cost thereby minimized. We would also hope to have firmer estimates at that meeting.

Highway informs that they are desperate for additional funds for highway maintenance purposes and that moneys expended for other purposes cannot really be justified at this time because they are running out of funds for use in securing federal matching dollars. Mr. Klaboe's example was that a million dollars spent for a POE would have to be compared with dollars used for federal matching funds, and when that money was secure and put into highway construction its value would be multiplied by approximately eight times. Also, it is of considerable importance to realize that substantial numbers of people could be employed in the use of those funds.

While it is believed that all of the parties agree with the POE concept, the message I am getting is the timing is bad right now because of the astringency of highway maintenance dollars. It may develop that a more realistic course would be to await the results of the November fuel tax increase vote.

I will keep you informed.

I am directing my staff to explore addicional means of enforcement which will exclude an expectation that ports of entry will be available to us during the next three years.

jcc
attchmt
cc: Keith Burns
    Don Haakenson

The board shall adopt regulations allowing the governing body of a public agency to declare that an emergency exists.

(4) In granting exemptions pursuant to paragraphs (a) and (b) of subsection (2) of this section, the board shall, where appropriate, direct the use of alternate contracting and purchasing practices that take account of market realities and modern or innovative contracting and purchasing methods, which are also consistent with the public policy of encouraging competition.
[1975 c.771 s.3]

279.016 [Amended by 1971 c.481 s.1; repealed by 1975 c.771 s.33]

279.017 Specifications for contracts; products. (1) Specifications for public contracts shall not expressly or implicitly require any product by any brand name or mark, nor the product of any particular manufacturer or seller unless the product is exempt under subsection (2) of this section.

(2) The board may exempt certain products or classes of products from subsection (1) of this section upon any of the following findings:

(a) It is unlikely that such exemption will encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts,

(b) The specification of a product by brand name or mark, or the product of a particular manufacturer or seller, would result in substantial cost savings to the public agency,

(c) There is only one manufacturer or seller of the product of the quality required, or

(d) Efficient utilization of existing equipment or supplies requires the acquisition of compatible equipment or supplies.
[1975 c.771 s.4]

279.018 [Repealed by 1975 c.771 s.33]

279.019 Petition to test validity of rule. (1) Exemptions granted pursuant to subsection (2) of ORS 279.015 or subsection (2) of ORS 279.017 constitute rulemaking and not contested cases under ORS chapter 183.

(2) Any person except the public contracting agency or anyone representing it may bring a petition for a declaratory judgment to test the validity of any rule adopted under ORS 279.015 and 279.017 in the manner provided in ORS 183.400.
[1975 c.771 s.6]

279.020 [Repealed by 1975 c.771 s.33]

279.021 Preferences; foreign contractor. (1) In all public contracts, the public contracting agency shall prefer goods or services that have been manufactured or produced in this state if price, fitness, availability and quality are otherwise equal.

(2) (a) Where a public contract is awarded to a foreign contractor and the contract price exceeds $10,000, the contractor shall promptly report to the Department of Revenue on forms to be provided by the Department of Revenue the total contract price, terms of payment, length of contract and such other information as the Department of Revenue may require before final payment can be received on the public contract. The public contracting agency shall satisfy itself that the requirement of this subsection has been complied with before it issues a final payment on a public contract.

(b) For purposes of this subsection, a foreign contractor is one who is not domiciled in or registered to do business in the State of Oregon.
[1975 c.771 s.5]

279.022 [Repealed by 1975 c.771 s.33]

279.023 Use of private contractors; procedure for contracts exceeding $50,000. (1) It is the intent of the Legislative Assembly that public agencies should make every effort to construct public improvements at the least cost and to not engage in public improvement work by use of the agency's own equipment and personnel where such work can be performed at less cost by private contractors.

(2) Whenever a public agency intends to perform or construct a public improvement with its own equipment and personnel and the estimated cost exceeds $50,000, the public agency shall:

(a) Make a determination whether the work could be performed with the equipment and personnel of the public agency at less cost than by a private contractor. The public records of the agency shall contain a written record of the determination and the reasons therefor.

(b) Prepare the plans, specifications and estimated cost of the work. The estimates shall show in detail the estimated cost of the work, the estimated quantities of each class of work, the estimated unit cost of each class, the time limit allowed for completion of the work and the estimated date of completion. The estimated cost of the work shall include a reasonable allowance for the cost, including investment cost, of any equipment used.

c Cause to be kept; and preserved a full
true and accurate account of the costs of performing the work including all engineering and administrative expenses and a reasonable estimate of the cost, including investment cost, of equipment used.
[1975 c.771 s.7]

279.024[Repealed by 1975 c.771 s.33]

279.025 Advertisement for bids. (1) An advertisement for bids, stating the date after which bids may not be received, the date that disqualification or prequalification statements must be filed under subsection (1) of ORS 279.037 or subsection (1) of ORS 279.039, the character of the work to be done or the material or things to be purchased, the office where the specifications for the work may be seen, and the person designated for receipt of bids and notices shall be published in at least one newspaper of general circulation in the area where the contract is to be performed. If the contract is for a public improvement with an estimated cost in excess of $50,000, the name of the person designated for receipt of the bids and the notices shall be published in at least one trade newspaper of general state-wide circulation. The board may, by rule, require publication in one or more additional publications.

(2) All advertisements for bids shall state that no bid will be received or considered by the public contracting agency unless the bid contains a statement by the bidder as a part of his bid that the provisions of ORS 279.350 shall be complied with.

(3) The advertisement shall be published not less than once and there shall be as many additional publications as the public contracting agency may determine. The time within which bids shall be received shall be not less than five days after the last publication.
[Formerly 279.065]

279.026[Repealed by 1975 c.771 s.33]

279.027 Requirements for bids. (1) All bids made to the public contracting agency pursuant to ORS 279.015 and 279.025 shall be:

(a) In writing.

(b) Filed with the person designated for receipt of bids by the public contracting agency.

(c) Opened publicly by the public contracting agency at the time designated in the advertisement.

(2) After having been opened the bids shall be filed for public inspection.

[illegible] a surety bond, cashier's check, or certified check of the bidder shall be attached to all bids as bid security unless the contract for which the bid is submitted has been exempted from this requirement pursuant to ORS 279.033. Such security shall not exceed 10 percent of the amount bid for the contract.
[Formerly 279.070]

279.028[Repealed by 1975 c.771 s.33]

279.029 Award of contract; bond; waiver of bond in case of emergency. (1) After the bids are opened as required by ORS 279.027, and after a determination is made that a contract is to be awarded, the public contracting agency shall award the contract to the lowest responsible bidder. "Lowest responsible bidder" means the lowest bidder who has substantially complied with all prescribed public bidding procedures and requirements and who has not been disqualified by the public contracting agency under ORS 279.037.

(2) The successful bidder shall:

(a) Promptly execute a formal contract.

(b) If the contract is for a public improvement, execute and deliver to the public contracting agency a good and sufficient bond, to be approved by the public contracting agency, in a sum equal to the contract price for the faithful performance of the contract. In lieu of a surety bond, the successful bidder may submit a cashier's check or certified check if approved by the board.

(3) In cases of emergency, or where the interest or property of the public contracting agency probably would suffer material injury by delay or other cause, the requirement of furnishing a good and sufficient bond for the faithful performance of any public contract may be excused, if a declaration of such emergency is made and concurred in by all members of the governing board of the public contracting agency.
[Formerly 279.075]

279.030[Amended by 1971 c.659 s.1; repealed by 1975 c.771 s.33]

279.031 Return or retention of bid security. Upon the execution of the contract and bond by the successful bidder, his bid security shall be returned to him. The bidder who has a contract awarded to him and who fails promptly and properly to execute the contract or bond shall forfeit the bid security that accompanied his bid. The bid security shall be taken and considered as liquidated damages and not as a penalty for failure of the bidder to execute the contract

I-C CONSTRUCTION WORK PERFORMED BY INTERNAL WORK FORCE

ORS 279.023 states that it is the legislative intent

> ". . . that public agencies should make every effort to construct public improvements at the least cost and to not engage in public improvement work by use of the agency's own equipment and personnel where such work can be performed at less cost by private contractors."

ORS 279.023 further provides that when a government agency intends to perform construction work with its own equipment and personnel and the estimated cost exceeds $50,000, the agency must do the following:

1. Prepare complete plans and specifications for the work and prepare an estimate of the cost. The estimate should show in detail all items of costs including personnel, material and cost of equipment. The cost of equipment should be based upon a reasonable estimate which takes into consideration such things as ownership expenses (i.e., depreciation, insurance, storage, interest on investment and replacement cost escalation), fuel, maintenance and repairs. The law only requires that agencies make a reasonable estimate based upon commonly accepted accounting methods. The State Highway Division maintains a current schedule of estimated equipment costs for most types of construction equipment. A copy of this schedule can be obtained by contacting Construction Section, State Highway Division, Salem, Oregon. There are other publications and schedules of equipment costs available.

?

2. Following the preparation of plans, specifications and cost estimates, the agency must in writing make a determination whether the work can be performed at less cost by the agency than a private contractor. The law requires that the decision not only be part of the public record of the agency, but the agency must expressly set forth its reasoning.

3. The agency must maintain a full, true and accurate account of all costs incurred in performing the work including supervisory, administrative and architectural engineering expenses. Such cost records must also include a reasonable estimate of the equipment costs, including ownership expense, fuel, maintenance and repairs.

EXAMPLE 1: A county commission decides to erect a restroom facility in a county park. Plans and specifications have been prepared and the preliminary cost estimates indicate that $40,000 will be required for brick, mortar, concrete, plumbing and electrical materials. It is further estimated that the project will require the use of two trucks. In addition, it will require a plumber 80 hours and two additional men for 200 hours each. The total cost of the entire project will exceed $50,000. The county has decided to purchase the materials by one contract and to make another contract for the plumbing installation. The remainder of the work will be performed by the county work force.

QUESTION: Is the project exempt from the accounting requirements of ORS 279.023?

ANSWER: The project would not be exempt because although the county has elected to subcontract portions of it, it is a single public improvement.

EXAMPLE 2: In Example 1, the county estimates that in addition to the $40,000 in material costs, it would cost $5,000 for the plumbing contract. The county further estimates $4,000 in labor costs to cover the $5 per hour paid to the two workmen.

QUESTION: Are there any other costs that the county should consider?

ANSWER: Yes. The labor cost of $5 per hour does not cover other payroll expenses such as social security and workmen's compensation. Likewise, there has been no estimate of equipment cost, ownership expense, fuel and maintenance of the equipment. Finally, there is no estimate of costs for supervision which presumably would have to be provided by some county employe. In view of the fact that these cost items would probably exceed $1,000, the agency is required to comply with the requirements of ORS 279.023.

EXAMPLE 3: The county estimates that if the project is constructed by its own internal work force, the cost of labor is $35,000, materials $15,000, and overhead $1,000. If the job is let for bid by private contractors, the bid price would probably range from $45,000 to $50,000.

QUESTION: Is the county required to let the contract out for bid?

ANSWER: Yes, because the county presumably made the determination that the project can be performed at less cost by private contractors.

EXAMPLE 4: The same as Example 3, except that the county determines that at this time of year, to let the contract to a private contractor would result in several of its own employes being idle. The cost of releasing these employes and re-employing later in the year in terms of unemployment, recruitment and other costs is approximately $8,000.

QUESTION: Can the county consider these indirect costs in determining whether to perform the job by its own internal work force?

ANSWER: Yes, the county could add the $8,000 to the estimated cost of letting the contract to private contractors. In making the determination, the county should carefully recite the information supporting the $8,000 estimate.

Salem, Oregon
March 16, 1976

Adele L. Egan
Right of Way Office Manager

Verne Allen
Reg. R/W Supervisor

File 46377
Olds Ferry, N. Jacobsen Gulch Sec.
Old Oregon Trail
Malheur County

REGION V

We had a lease with Kenneth L. and Norma L. Ogilvie and Alice Wall which first ran from September 15, 1971 to September 15, 1973 for $100.00 plus 9¢/ton. This lease was extended under its provisions for another three years to September 15, 1976. Through assignments, the lessors are now Ralph A. and Ella Mae Kohler.

You have a copy of the September 2, 1975 Boyd-Schwartz letter re purchase of the site and Dale Allen's note he sent to Floyd Scott. John Oakes tried to program the two 20 acre sites based on Carter's estimate. There are no State funds available, so Files 48711 and 48712 have been dropped.

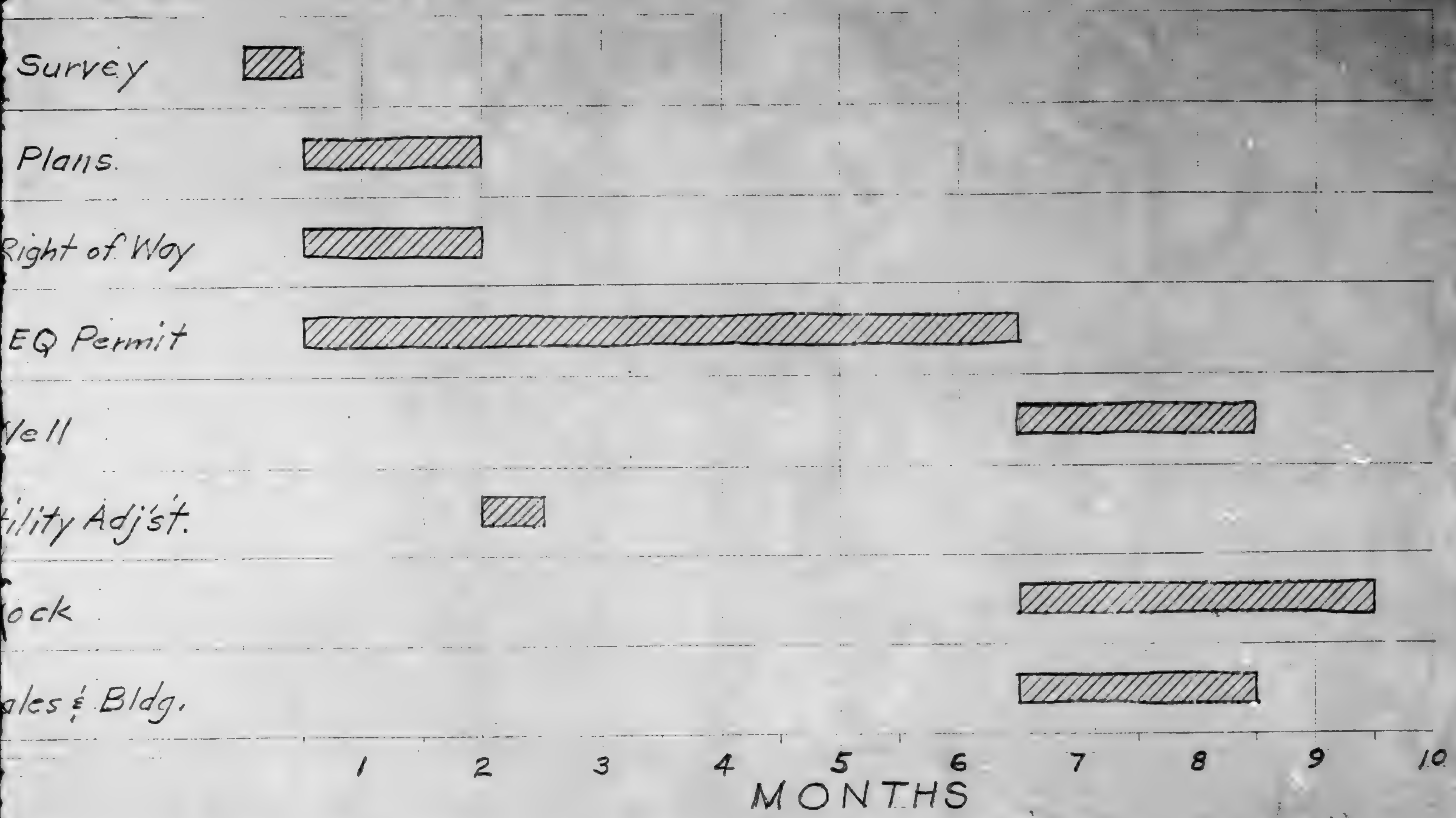
Now we have routinely received the "Request to renew the lease" from C. K. Ansell, approved by Kenneth D. Karnosh. (No material had been used the past year.)

John Oakes called Kohler November 24,1975 and he wants to renew the lease on the basis of a larger payment to hold.

Would you like to have us send you a lease form or an option for continuing our operation on file 46377? Do you have any terms you would like to include in a proposed document?

AE:nn
cc:
W. E. Schwartz
Floyd Scott
Title
Appraisal
Frank Lowe
A. Riveness

28
BU 74
4-19-8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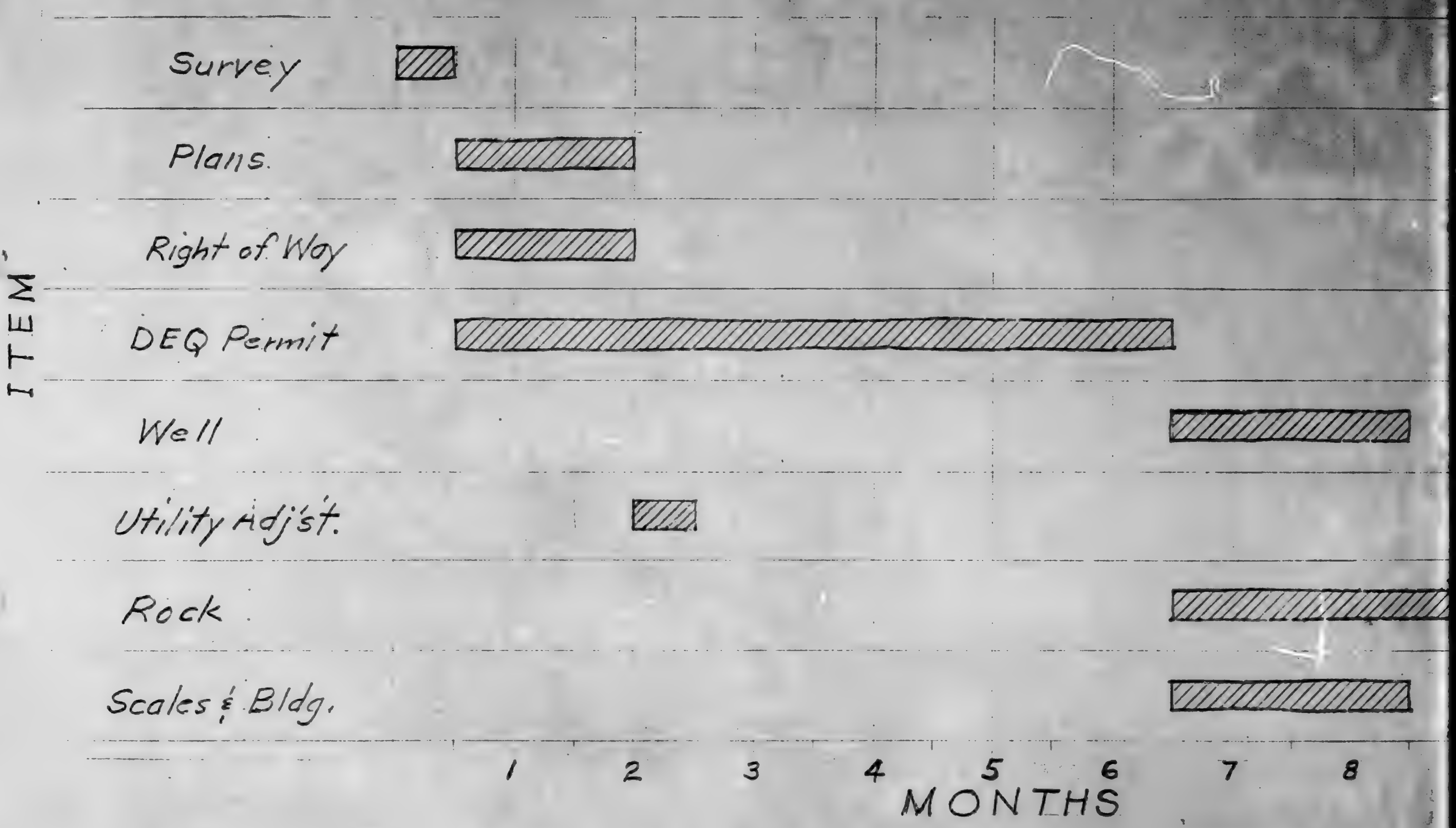
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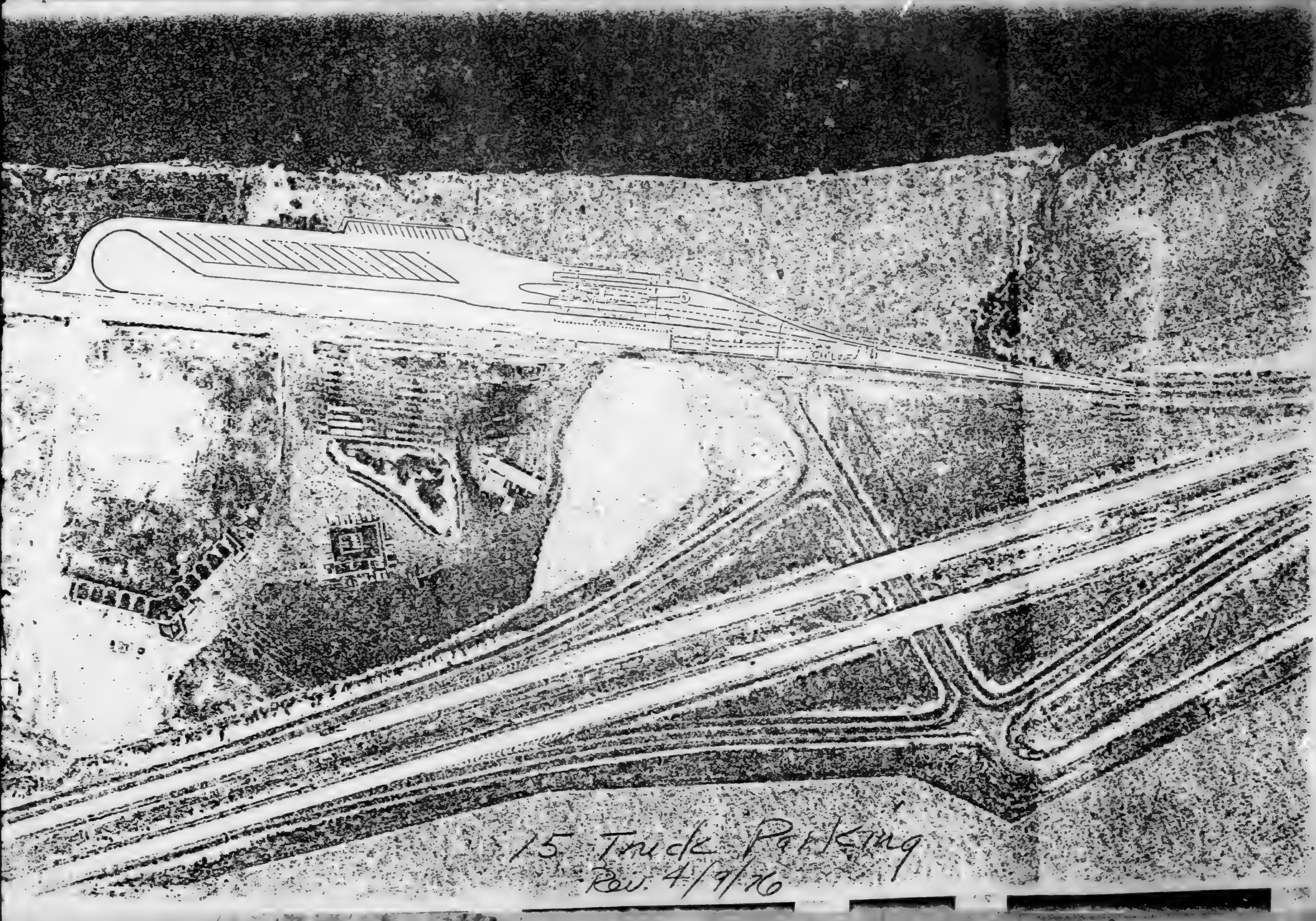
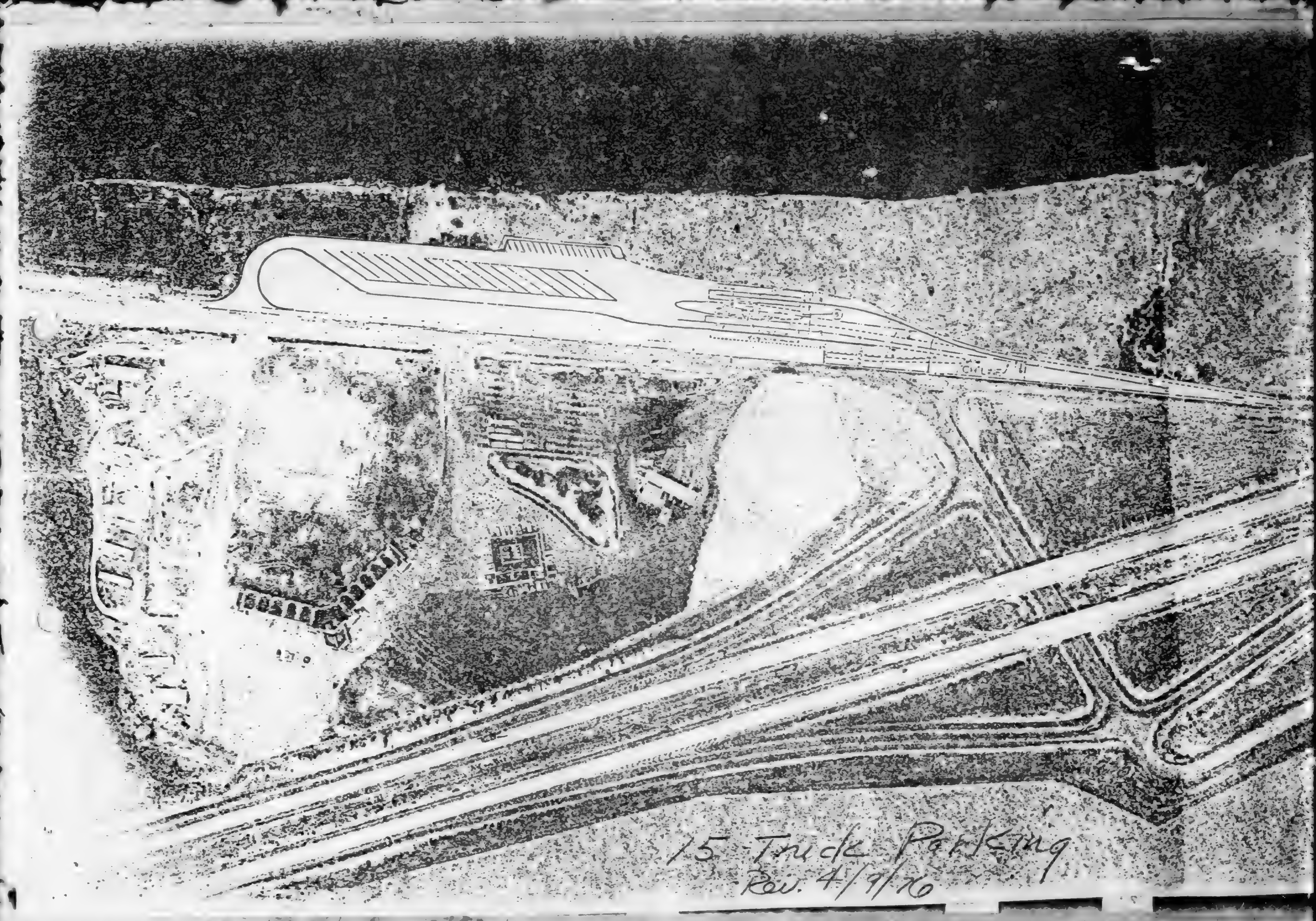


15 Truck Parking
Rev. 4/9/76



15 Truck Parking
Rev. 4/9/76

Revised Surfacing Est   Farewell Bend, P.O.E.
I 80N -4-9-76 WK

150,000 sq. ft. = 16,667 sq. yds.

3" A.C. @ $2.30 sq. yd. = $38,350
12" C.T.B. @ $6.50 sq. yd. = $108,350
8" Base @ $4.25 Ton = $23,950
TOTAL $170,650
Inc 20% = $205,000

.6667 x 150,000 = 100,000 Cu. Ft. = 3700 c.y.
x 1.45
5400 Tons

All materials from same borrow source 8 mi. from project. - (Ogilvie)

Est. time to obtain material, crush & place = 3 mos.

March 8, 1976

ONTARIO PORT-OF-ENTRY -- STAFF CLASSIFICATION AND COSTS

Classification	Range	Step	No. of Positions	Monthly Salary	15.72% Monthly OPE	Total x No. of Positions	Monthly Total	July 1, 1976 Dec. 31, 1976	Annualized Staff Expense
PUC:									
Administrative Assist. II	(16)	(3)	1	$ 978	$ 154	$1,132 x 1	$1,132	$ 6,792	$ 13,584
Administrative Assist. I	(14)	(2)	5	846	133	979 x 5	4,895	29,370	58,740 •
Clerical Specialist	(9)	(2)	6	672	106	778 x 6	4,668	28,008	56,016
PUC Totals							$10,695	$ 64,170	$128,340
Hi way Division:									
Weighmaster II	(16)	(6)	2	$1,133	$ 178	$1,311 x 2	$ 2,622	$ 15,732	$ 31,464
Weighmaster I	(14)	(3)	6	889	140	1,029 x 6	6,174	37,044	74,088
Highway Totals							$ 8,796	$ 52,776	$105,552 ••
Total Staffing Expense							$19,491	$116,946	$233,892

The Administrative Assistant II will be the POE office manager and will provide training for POE personnel.
The Clerk IV personnel will be lead shift workers, perform carrier application processing, monitor the issuance of temporary authorities and permits for PUC, MVD and Highway. They will provide the chief public contact.
The Clerk III personnel will issue permits, work documents, update file data and perform general processing work as required.

- • Implementation of Ontario POE should eliminate need for 2 present DMV positions: One position from Ontario and 1 from Baker or LaGrande. Transfer of these positions to Ontario POE would reduce Clerk IV additional positions to 3 and staffing costs accordingly.
- •• Two present Highway positions could be transferred to Ontario POE and reduce additional costs attributable to its activation.

PUC presently pays Highway Division $799 a month for all services, including utilities and maintenance, at the Ashland POE. For that building which has 2,048 square feet, the price is $0.39/sq. ft. For a 1,400 square foot facility at Ontario, the comparable expenses would be $546 per month or $6,552 per year.

8475

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March ~~19~~, 1976
25

FILE:

A.D.Olson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Benson Creek Port of Entry
I-80N (M.P. 353)
Baker County

TO: MEMO TO THE FILES

NOTED
H. S. COULTER

A preliminary design has been prepared for a Port of Entry at Benson Creek Interchange (M.P. 353). This would utilize the existing westbound off ramp as the exit from the freeway and then exit from the off ramp to the scale site and parking area.

Truck counts taken in 1973 indicated that there were about two-thirds the number of trucks at this site compared to Ashland but a larger percentage are unplated (PUC). At that time we calculated that approximately the same parking area would be required at each site when handling time for each type of vehicle was taken into account. Ashland was constructed with 31 truck spaces and I am advised that on occasion it has been full. The preliminary layout at Benson Creek came out with 30 spaces which would appear to be a minimum for current traffic. Additional area could be provided in the future by extending the parking area along the road toward Huntington.

An estimate was made for the grading and surfacing of the off ramp, scale site area and parking area. No provisions were included for the scale, scale house, PUC building, water, sewer, lighting, signing, signals, power, telephone, etc. The estimate for the grading and surfacing of the layout shown on the attached sketch is $600,000.

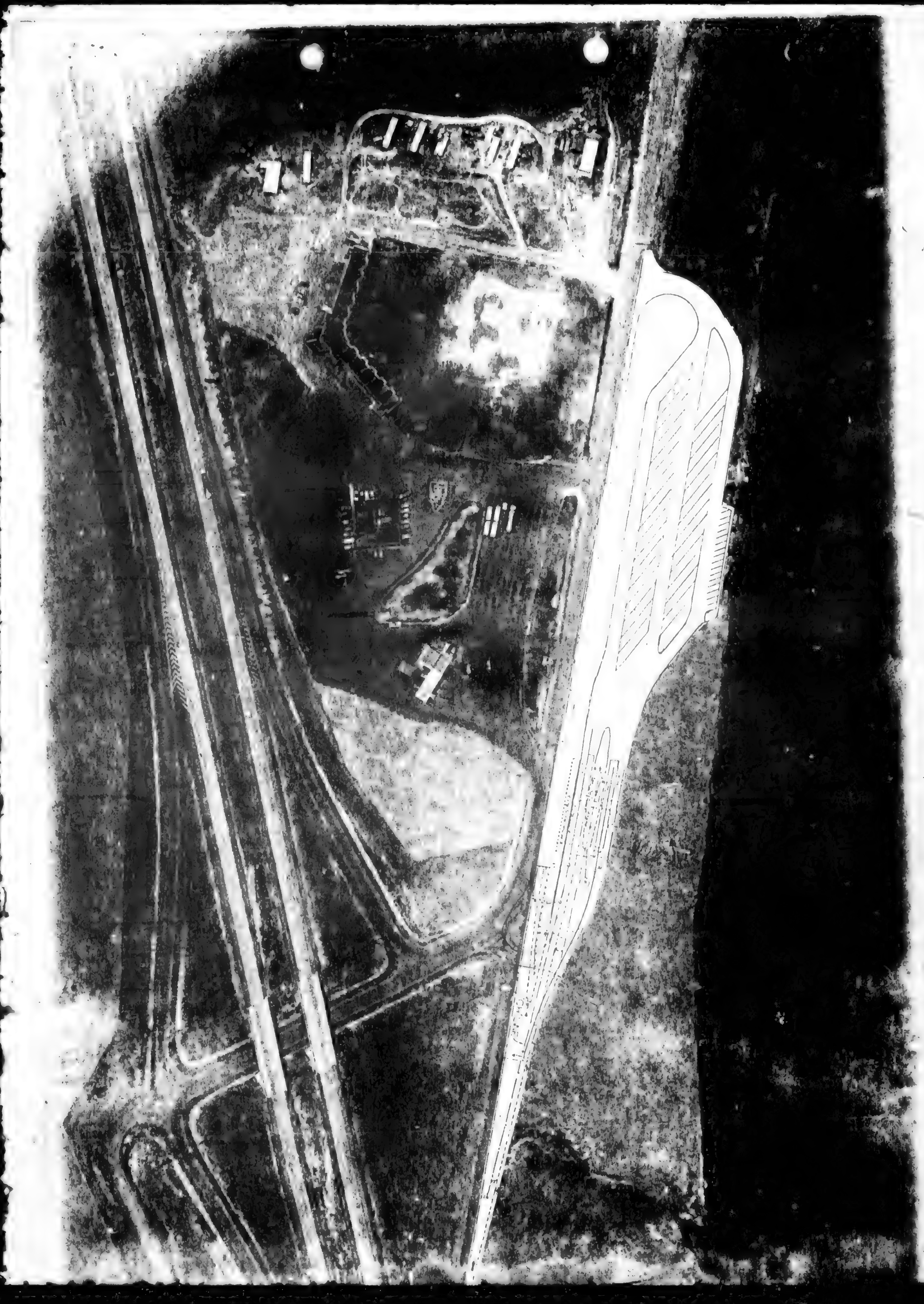
Appraisal not reviewed - $33,800
Verne Allen has conflict?

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

ADO:fw
Attach.

Copies sent to H.S. Coulter
R.P. Hamilton

Discussed 3-25-76 need for retention [illegible] [illegible] and some advantage in being able to route an occasional E.B. truck through X change and over scales. — Stundemeyer will make note on their copy of memo. — No change in estimate needed HSC



8477 Pac. Hwy. E. @ S.E. Park Ave. 197
Sec. S. of Milwaukie
(Grading, paving & signals)

C & A 5900 1-4-77

84 9

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-820

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-26-79

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2-26-79	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-26(1)
COMPLETION DATE 4-7-78	ACCEPTANCE DATE BY CONTRACT AGENCY 8-29-78	TIME ELAPSED 142 %	CONTRACT TIME 225 Cal. Days
APPROVED EXTENSIONS None	LOCATION Intersection at Pacific Hwy. E. (99E) and S.E. Park Ave. in the City of Milwaukie, OR		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY EAST - S.E. PARK PLACE
PACIFIC HIGHWAY EAST
Signal

COPY SENT
FEB 27 1979
Washington

ST[illegible] HWY ENGR
MAR - 1 '79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 2-27-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8477 File Copy

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

December 26, 1978

Mr. Emerson Hamilton
Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Dear Mr. Hamilton:

Time Extension Requests
Pacific Hwy. E. @S.E. Park Ave., Contract 8477
Palmquist Rd.-Kelso Rd., Contract No. 8541

This is in response to your December 14 letter concerning requests for time extension on the above projects. I urge you to review these time extension requests with the respective Resident Engineers.

An important factor used in considering requests for increased work time on a project is whether or not factors resulting in any delays could have been controlled by the contractor. It is our belief that a contractor should be in the position to control the delivery time on materials, i.e., when soliciting quotations, he can include necessary ordering and delivery time in obtaining prices.

The data submitted on both projects suggests that the delays were the result of a lack of timely action or performance of a supplier or manufacturer. The reasons for delays given by the supplier and/or manufacturer appear to be totally within their control and therefore not a valid reason for time extension.

Should you have available additional information including any to indicate that these delays were not controllable by the supplier or manufacturer or if your review with the Resident Engineer suggests any errors or omission in our detailed analysis of your original request, you should request a resubmittal of the time extension request. This should be in writing to the appropriate Resident Engineer. Lacking any additional information, I see no basis for altering my original decision on these projects.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Now permit me to discuss a slightly different but related subject. Recently I have become increasingly concerned about the amount of time required to accomplish what would appear to be relatively straightforward traffic signal projects. We contract these projects and even after providing a large block of time--from four to six months--for acquisition of materials, many of the projects are not completed within the allocated time.

Difficulties and delays are apparently being experienced at the contractor level, the supplier level, the distributor level and the manufacturer level which extend these projects and delay their use by the public. I realize that electrical contractors doing traffic signal work have certain operational problems in the acquisition of materials.

I believe it could be beneficial for all parties involved in this type of work to get together and attempt to resolve some of the difficulties and delays associated with these projects. I have instructed my staff to work towards setting up such a meeting. You will be contacted soon as we would like your participation, input and advice.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: C. T. Keasey
E. L. Hardt
Mort Fillmore
Jim McNamee

HE
ELECTRICAL CONTRACTING

December 14, 1978

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H. S. Coulter

Regarding: O.S.H.D. Contract #8477
O.S.H.D. Contract #8541

We have received your recent letters rejecting our request for time extension on these projects. Will you please provide information regarding the appeal procedure for this decision, if there is one.

We are not sure if the last paragraph of your letters indicated that an appeal should be made to the Resident or Region Engineer or if there is no appeal and the matter must be taken to litigation.

Very truly yours,

Emerson Hamilton

EH/jb

RECEIVED
STATE HWY ENGR
DEC 15 '78
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DEC 15 1978
CONSTRUCTION
BRANCH

Keasey
✓ Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

NECA

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

Form 81-734-3000

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEE

SHEET 1 OF 7 SHEE

12-21-78
DCA.

Traffic Signal Projects Over Time -

Contractor Contract	Project	Day Count	% Complete	Type Project
		As of W/E 12/9/78		
Copeland Pav. 8688	Grants Pass - New Hope Rd	262/225	100 %	G, P, S & Signal
Hansen 8700	Cape Arago Hwy @ Harrison Ave	240/220	30%	Signal only
Maxwell E. 8720	Main St @ Canyon Blvd (John Day)	202/200	80%	Signal only
Hamilton E. 8689	Pacific Hwy W. @ 5th Ave (Eugene)	274/220	82%	Signal only
Hansen E. 8658	Goshen - Divide @ 6th (Cottage Grove)	209/200	100%	Signal only
Peter Kiewit 8648	NW Kittridge - NW 26th	357/360 * (b)	84%	G, P, I & Signal
Hamilton E. 8505	NE Prescott - SE Flavel	541/280	100%	G, P, S & Signal
Zuber Bros. 8489	SW Sheridan - SW Slavin (Ptd)	628/225	97%	G, P, S, I & Signal
Hamilton E. 8680	Elm Ave - E Highland	278/250	43%	G, P & Signal
Hamilton E. 8682	Beaverton - Tigard Hwy @ SW Greenburg	300/250	95%	Signal only
Hamilton E. 8649	Murray Blvd @ Butner Rd.	352/200	48%	Signal only

* Now overtime, time extension phase (a) only

Signal Project w/o weekly - appear over-time

Contractor Contract	Project	Day Count	% Complete	Type Project
Roseburg Paving 8717	Diamond Lake Blvd - Washington Ave	/200	award 5/4/78	G, P, S, I & Signal
Hamilton E. 8704	McKenzie Hwy @ S. 32nd	/200	award 4/14/78	Signal only

Contracts recently completed that went over-time

Contractor Contract	Project	Day Count	% Complete	Type Project
R. L. Coats 8640	Hines - Diamond Ave (Burns)	258/200	100%	G, P, S & Signal
Clarke E. 8646	Kings Valley Highway @ Main St. (Dallas)	311/220	100%	Signal only

8477

8

December 4, 1978

Hamilton Electric, Inc.
Post Office Box 706
Eugene, OR 97440

Gentlemen:

Time Extension Request, Contract 8477
Pacific Hwy. E. @ S.E. Park Avenue
Clackamas County, FAP No. MHS-26(1)

After consideration and review, your request for time extension on this project is denied. Timely acquisition of materials is the responsibility of the contractor and the data submitted by you does not indicate any bona fide cause beyond your control.

According to our records, you are liable for 95 days of liquidated damages. Any questions concerning this should be directed to the Resident or Region Engineer.

Sincerely,

H. F. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
E. L. Hardt
Robert Church
Jim McNamee

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 29, 1978

FILE: CON 5 #8477

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Pacific Hwy. E. @ S.E. Park Ave.
Clackamas County
Contract No. 8477

Hamilton Electric, Inc., contractor on the subject project, requests a 95 calendar day increase in which to complete the project. Late delivery of materials by the supplier is the basis for the contractor's request. Pertinent dates are:

Time began	3-16-77
Work began	5-12-77
Time expired	10-26-77 (225 calendar days)
Shutdown order	1-26-78 thru 4-3-78
Completed	4- 7-78
Overrun time	95 calendar days

The contractor submitted his cut sheets in a timely manner. All materials were scheduled for delivery by May 26, 1977. The poles were not received until November 23, 1977 and the signal head hangers were delayed until January 18, 1978.

In supporting his request, the contractor submitted letters from his suppliers. The only materials given any reason for delay involved the signal head hangers. Late delivery was attributed to die problems from the supplier's local vendor and difficulty in finding another source. The signal head hangers are a common item used on signal projects and, in conversation with our electrical people, are readily available. No other reasons were given for the delays nor evidence of an industry wide material shortage or labor disputes.

The timely acquisition of materials remains the contractor's responsibility. As no reasons were given to substantiate a bona fide cause beyond the control of the contractor, it is recommended this request for an extension of time be denied.

There remains 95 days liquidated damages charged to the contractor.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
Jim McNamee

RECEIVED
STATE HWY ENGR
DEC - 4 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

[illegible] (Rev. [illegible])

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 14, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 320 days, within which to complete our Contract No. 8477, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: On March 4, 1977 we were notified by the Dept. of Transportation that the contract had been awarded to us with the day count to start on March 16. Our purchase orders were placed on a timely basis on March 16. Our supplier acknowledged that they would furnish the materials by 5-26-77 or before (copy attached). We were not able to complete this project within the scheduled work day period because our signal equipment supplier, Multisonics, did not deliver the traffic signal display equipment to us on time. This delay was caused by tooling problems experienced by their supplier, Automatic Signal Company, (see enclosed letter).

Copy of purchase order attached.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

x By Allen E. Hamilton

CONSENT OF SURETY

Date August 15, 1978

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Genevieve A. Bernhardt
Attorney-in-fact

(SEAL)

Resident Agent
Douglas E. Walwyn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8477 Contractor Hamilton Electric, Inc.

Highway Pacific Highway East (McLoughlin Blvd.)

Section Pacific Highway East at S. E. Park Avenue

Kind of Work Grading, paving and signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

Request is denied as there was no bona fide cause beyond the control of the contractor.

Recommended for Approval:

Marion Craft
Regional Engineer

O. B. Jackmond
For
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8477 8477
Project designation State-Federal
Date awarded February 28, 1977 2-28-77
Work started May 12, 1978 5-12-77
Per cent completed 100 Date 100
No. of Workdays Allowed 225 225
No. of Workdays Used 320 320
No. of Added Workdays Requested 95 95

SP*67865-734

8477 9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

Citizens Bank of Oregon
Main Office
P.O. Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.
Contract 8477

Gentlemen:

This project has been finalled. The $500.00 security deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8477

8

September 5, 1978

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On August 31, 1978, we wrote to you concerning release of final payment on Contract No. 8477 awarded to Hamilton Electric, Inc., for work on the Pacific Highway East at S.E. Park Avenue in Clackamas County.

The total contract amount is $41,036.08. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
Ed Hardt

8477

12

Salem, Oregon
July 7, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50283-Prendergast Moore Co.
Pacific Hwy. East at S.E. Park
Ave. Section
Pacific Highway East
Clackamas County

Attached is a description, an authorization and R/W prints covering property that is to be acquired for a signal controller at the subject intersection.

Also attached is a copy of James McManus's letter dated June 26, 1978 which requested the description and the reason for the acquisition.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE June 26, 1978

FROM: James McNamee
Resident Engineer

TO: Floyd O. Scott
Right-of-Way Description Engr.

SUBJECT: Pacific Highway E. at S.E. Park Ave.
Clackamas County
Contract 8477

~~Versteeg~~
Christensen
George
Olson
Terpin
Sullivan
~~Scott~~
~~[illegible]~~

50283
Desc to R/W 7-7-78

RECEIVED
JUN 28 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Please prepare a description for the property to be acquired, shown in orange on the attached drawing.

This property was originally 13th Street in the Milwaukie Park Subdivision. The street was vacated via order # 9735.

At the present time negotiations between Prendergast Moore Company (present owner) and Southland Corporation (7-11 Stores) is underway. Transamerica Title Company discovered the Traffic Signal Controller was located on their property, (vacated street). They propose to exchange the property needed for our controller for access at S.E. McLoughlin Blvd.

Enclosed for your use is the following:

1 only Print of "As Constructed" contract 8477.
1 only Print of Sub-Division with property to be acquired, 125 sq.ft.
1 only Copy of Vacation Order # 9735.
1 only Copy of Bargain and Sale Deed 78-19500 (present owner).

xc Marion Craft
Mory Payne

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LG ☐ FAE ☐ OFE ☐
JUN 2 7 1978
TAA ___ PM LG

NOTED
ROBERT R. ROUNDS
JUN 30 1978

8477

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 12, 1978

~~Citizens Bank of Oregon~~
~~Main Office~~
~~P.O. Box 10312~~
~~Eugene, OR 97401~~

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.
Contract 8477

Gentlemen:

Retainage requirements on this project have been reduced to $500.00. There presently is $2,000.00 deposited in lieu of retainage. $1,500.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Supervisor

NOTED
C. W. HEAD

JJK:cw

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8477

2

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy E. at S.E. Park Ave.

WEEK ENDING: May 6, 1978

SECTION PREFIX: 3-1068

HIGHWAY: Pacific Hwy (McLoughlin Blvd)

COUNTY: Clackamas

NAME OF JOB: Pacific Hwy East at S.E. Park Ave

KIND OF WORK: Grading, Paving, and Signals

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8477

FEDERAL AID PROJECT NUMBER: HHS-26(1)

DATE OF CONTRACT: Feb. 28, 1977

DATE WORK STARTED: May 12, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 225

CALENDAR DAYS USED: 320

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 142

PROJECT AUTHORIZATION: $ 50,405.50

EXCLUSIVE OF ENGINEERING: $ 46,003.27

ENGINEERING AUTHORIZATION: $ 4402.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,003.27

ENGINEERING COST TO DATE: $ 6356.62

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 144 %

DATE PROJECT WAS COMPLETED: April 7, 1978

Semi-final submitted May,4 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Signals
	100	100	100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All	All			All
TOTAL QUANTITIES CORRECTED TO DATE	"	"			"
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	Cloudy	0		
MONDAY	1	Showers	0		
TUESDAY	2	Cloudy	0		
WEDNESDAY	3	Showers	0		
THURSDAY	4	"	0		
FRIDAY	28	Cloudy	0		
SATURDAY	29	"	0		

K
9

RECEIVED
MAY 8 1978
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity.
MONDAY 1	Contractor finishing up cleanup. Hauled some dirt to project for backfill behind curbs.
TUESDAY 2	No activity
WEDNESDAY 3	" "
THURSDAY 4	Submitted semi-final to Region office.
FRIDAY 28	Contractor removed construction signs and worked on project clean-up.
SATURDAY 29	No activity.

REMARKS

Contractor completed project clean-up on Monday.
Submitted semi-final May 4, 1978.

SIGNED ____ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8477

Clackamas

Resident Engineer's Project Report
Pacific Hwy E. at S.E. Park Ave.
Clackamas County
Contract 8477
May 3, 1978

This project provided grading, paving and traffic signal at subject Intersection.

The project was awarded to Hamilton Electric Company on February 28, 1977 and was substantially completed on February 7, 1978 .

Pertinent Job Information

May 12, 1977	Work began, installation of temporary construction signs.
September 20, 1977	Began excavation of signal pole footings.
October 10, 1977	Began grading.
November 4, 1977	Completed paving.
December 8, 1977	Installed all messenger cables except on South side of the intersection. Cable was made up wrong.
January 18, 1978	Began installing signal heads.
January 25, 1978	Discovered that pole #4 was too short to obtain required clearance.
February 7, 1978	P.A. #2 written to raise messenger cable on South side.
March 28, 1978	Resumed work, contractor exchanged pole #4. Has required material to complete project.
April 4, 1978	Signals turned on and operational.
April 7, 1978	Project substantially completed.
May 1, 1978	Loop detector repair and project cleanup completed.

The existing pavement on S.E. Park Avenue is breaking up and the loop detectors (18 & 19) have been damaged by pot holes in pavement.

Rd. Design

____ Versteeg ____
I Christensen Don
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Savage ____

RECEIVED
MAY 15 1978
ENGINEERING SECTION

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

Clackamas County expects to overlay this pavement this month or next when the weather conditions permit.

S.F.O. #3 has been written to repair the loop detectors just prior or after the overlay has been constructed.

The project overran the specified 225 Calendar Days by 95 calendar days. Contractor couldn't get signal head hangers or poles early enough to complete project on time. We expect the contractor to submit a request for increase in number of calendar work days, due to late delivery of materials.

James W. McNamee
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Pacific Hwy E. at S.E. Park Avenue
Pacific Highway East. Clackamas County
Contract 8477 FAP #HHS-26(1)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	PERCENT+ or -
Contract Bid Items	$ 43,522.27	$ 44,250.18	+ 1.7 %
Anticipated Items	500.00	302.71	- 39.5 %
Contingencies	1,981.00	2,513.00	+ 26.9 %
Engineering	4,402.23	6,500.00	+ 47.6 %
Credit For Liquidated Damages (95 days at $50.00)		- 4,750.00	
	$ 50,405.50	48,815.89	- 3.2 %

No.	ITEM	UNIT	CONTRACT QUANTITY	SEMI-FINAL QUANTITY	%
1.	Mobilization	L.S.	100 %	100 %	0.0 %
2.	Temporary Protection and Direction of Traffic.	L.S.	100 %	100 %	0.0 %
3.	Temporary Signs.	Sq.ft.	184	177	- 4.0 %
4.	Flagmen.	Hour	80	17	- 78.8 %

Traffic lanes were closed with the use of signs and cones. Very little flagging was required.

5.	Earthwork.	L.S.	100 %	100 %	0.0 %
6.	Class "B" or Class "C" Asphalt Concrete	Ton	180	235.092	+ 30.6 %

Additional Asphaltic Concrete pavement was required due to a change in plans. Asphaltic Walk was constructed in the N.E Quadrant, under P.A. #1. More of the existing pavement in the N.W. Quadrant had to be removed prior to widening. The pavement (an existing monolithic concrete curb and gutter) had to be removed.

7.	12-inch Sewer Pipe.	Lin.ft.	32	42	+ 31.3

The one culvert installed required 10 feet more length than originally anticipated.

Statement of Overruns and Underruns — Pac. Hwy E. at S.E. Park.

#	Item	Unit	Contract Quantity	Semi final Quantity	%
8.	Concrete Inlets, Type G-1	Each	1	2	+ 100 %
	One additional inlet was required in the S.E. Quadrant to collect storm water.				
9.	4-inch Concrete Surfacing.	Sq.Yd.	45	42.508	- 5.5 %
10.	Concrete Curbs.	Lin.ft.	260	311.0	+ 19.6 %
	Additional curb required per revision in N.E. Quadrant (P.A. #1.)				
11.	Drainage Curbs.	Lin.ft.	94	0	- 100 %
	Item deleted (P.A. #1).				
12.	Adjusting Manholes	Each	1	1	0.0 %
13.	Adjusting Inlets	Each	1	0	- 100 %
	Existing inlet matched with new curb.				
14.	Traffic Signal Installation.	L.S.	100 %	100 %	0.0 %
P.A. #1	Extra for Finishing Slopes.	L.S.	100 %	100 %	
P.A. #2	Revised Signals.	L.S	100 %	100 %	
S.F.O. #1	Signal Control Testing.	L.S.	100 %	100 %	
S.F.O. #2	Permanent Striping.		300.00	302.71	+ 0.9 %
S.F.O. #3	Repair Loop Detectors.		225.00		
	Work has not started.				
	Engineering		4,402.33	6,500.00	+ 47.6 %

Costs higher due to training of men. Two men obtained field data, designed, staked and inspected work. Contractor gave us about four (4) false starts, each one required setting of stakes. Job had problem with the length of pole in S.E. quadrant and number of conductor wires between poles at S.E. & N.E. corners of intersection, all of which took additional engineering monies.

LETTER OF APPROVAL AND/OR AUTHORIZATION

#8477

5-2-78

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. S Below
	ITEM NO. HHS-86	COUNTY NAME Clackamas
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 2-2-77	DATE AUTHORIZATION EFFECTIVE 4-14-78	FEDERAL ROUTE NUMBER Primary 26 STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:

"McLaughlin Blvd at Park Avenue (Milwaukie)"

GENERAL DESCRIPTION OF WORK

Repair Loop Detector Wiring

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~
~~[illegible] AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of April 14, 1978, as requested in Mr. Keasey's letter of April 26, 1978 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $225, Federal funds $203.

NOTED
F. B. KLABOE

5.5

DATE 5-2-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hosner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8477

J

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 12, 1977

Citizens Bank of Oregon
Main Office
PO Box 10312
Eugene, OR 97401

Attention: D.V. Bowman,
Vice President

Re: Hanilton Electric, Inc.

In accordance with your letter of July 7, 1977 the $2,000 in Bonds for Alabama Power Company will be applied to Hamilton Electric, Inc. contract 8477 in lieu of retainage.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

NOTED
C. W. HEAD

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8477

p

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-175	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-21-77	STATE Oregon COUNTY Clackamas PROJECT NO. HHS-26(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Highway East at S.E. Park Ave. (Milwaukie)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-31-76	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-77	0.00
OTHER (Specify)		

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 53,677	FEDERAL FUNDS $48,309

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
For: G. L. Green

Date executed by Division Engineer APR 21 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 15, 1977

Federal-Aid Project
No. HHS-26(1)

Pacific Highway East at S.E. Park Ave. (Milwaukie)
Pacific East Highway
Clackamas County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,500.00

Type Code Y031
Traffic Signal (Sta. 272+11)

Mobilization	All Required		649.00
Temporary Protection and Direction of Traffic	All Required		529.00
Temporary Signs	184 sq.ft.	3.84	706.56
Flagmen	80 hour	22.83	1,826.40
Earthwork	All Required		1,181.00
Class "B" or Class "C" Asphalt Concrete	180 ton	29.53	5,315.40
12-inch Sewer Pipe	32 lin.ft.	14.78	472.96
Concrete Inlets, Type G-1	1 only	591.00	591.00
4-inch Concrete Surfacing	45 sq.yd.	19.49	877.05
Concrete Curbs	260 lin.ft.	7.08	1,840.30
Drainage Curbs	94 lin.ft.	2.65	249.10
Adjusting Manholes	1 only	236.00	236.00
Adjusting Inlets	1 only	236.00	236.00
Traffic Signal Installation, Complete	All Required		28,812.00
			$43,522.27

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 300.00
	Subtotal		$43,822.27
	Engineering		6,354.77
	Total		$50,177.04

Work Retained in Program Status
(Not included in totals below)

Permanent Signing (S.F.)	All Required		$ 200.00

Length of Project - - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,500.00	$ 3,150.00	$ 350.00
Traffic Signal	50,177.00	45,159.00	5,018.00
Total	$53,677.00	$48,309.00	$ 5,368.00

Group 1	100%
Contract No.	8477
Prefix No.	3-1068 3-1930

#84177 3-21-77

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.: HHS-24(1) & HHS-26(1)

STATE PROJECT NO.: N/A

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.:	COUNTY NAME: N/A
	ITEM NO.: HHS-85 & 86	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sen | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-21-77	---	----

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-18-77, I approve the program change to revise the appropriation code of 142 to 145.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-77	G. K. Hossner for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8477 2-2-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-26(1)

TE PROJECT NO. See Below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-86

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
Rulien

Info	Invest	R.D.			

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-2-77	2-2-77	Primary 26
		STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:

"McLoughlin Blvd. at Park Ave. (Milwaukie)" (99E at Park Ave)

GENERAL DESCRIPTION OF WORK:

Signals Code Y031 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $300

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $65,397 - Federal funds $58,857.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-77		Dist. Engr. for Division Admin.

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Clackamas Co N

8477

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

January 27, 1977

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Preliminary Traffic Signal Plans
McLoughlin Boulevard @ Park Avenue

TO: L. E. GEORGE
Traffic Engineer

Clackamas County has reviewed and approved the attached plans as requested in your December 9 letter. Region 1 has also reviewed the plans and sent comments directly to Bill Zerbes.

In the northeast corner of this intersection, there exists an auto body and fender repair shop (which resembles a junkyard) situated at a lower elevation than the highway. An informal pedestrian path is also in this area adjacent to the highway, which will most likely be eliminated by this construction, forcing pedestrians to walk on the highway in a dangerous area. I recommend you consider extending the curb in the northeast quadrant approximately 100 feet and establishing an economical asphalt or gravel path as sketched on sheet 4062 of the attached preliminary plans.

JDM/ldo

cc: W. J. Hart
J. H. Versteeg

REFERRED TO

Beard ____ ✓ Reed
Cole ____ Sample
Eriksen ____ Watson
Hager ____ Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Ch[illegible]
[illegible]
4 Swenson
Savage
Trout

RECEIVED
JAN 31 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

L.E. George is answering this letter to the effect that project be contracted and this work done as a price agreement.
Dx

PUBLIC WORKS
DEPARTMENT OF
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 17, 1977

Mr. R. N. Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

ME PE PR1 PR2 DE
O.S.H.D. - METRO
JAN 24 1977
OE FILE T/A

ATTN: Dennis Peterson

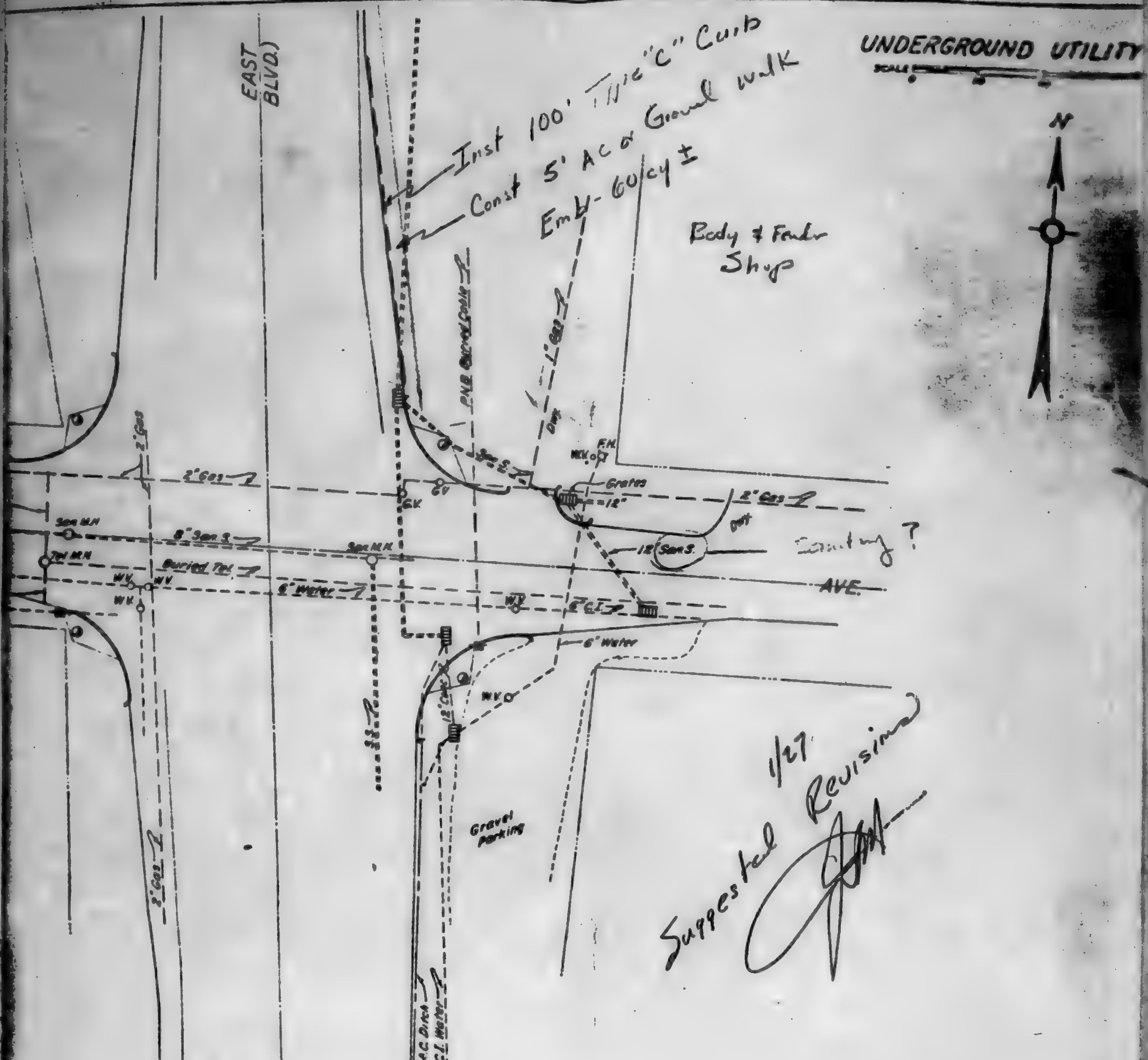
The preliminary design for the proposed traffic signal installation at Pacific Highway E. and S.E. Park Ave. has been reviewed. Clackamas County offers no revisions at this time.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/ro

UNDERGROUND UTILITY


SCALE
N
EAST BLVD.)
2" Gas
8" San S.
San M.H.
Tel M.H.
Buried Tel.
W.V.
6" Water
G.V.
PNB Buried Cable
1" Gas
Drn
F.H.
W.V.
Grates
12"
2" Gas
Dnt
12" San S.
AVE.
2" C.I.
6" Water
12" Conc
W.V.
Gravel Parking
2" Gas
8" A.C. Drn
6" C.I. Water
PACIFIC HWY.
(S.E. McLOUGHLIN
M.H.

Inst 100' Type "C" Curb

Const 5' AC or Gravel walk

Emb - 60 cy ±

Body & Fender Shop

Sanitary ?

1/27

Suggested Revisions

1477

1

January 4, 1977

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

1d

MISC. CONTRACTS and
AGREEMENTS No. 5900

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of a traffic signal at the intersection of Pacific Highway East and Park Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (agree. att.)

8477

45

DATE: December 1, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Agreement
Pacific Highway East (McLoughlin Blvd. @ Park Ave.)
Clackamas County

We have prepared an agreement which has been signed by Clackamas County officials covering the installation of a traffic signal at the subject intersection.

The agreement provides that the State shall prepare all plans, let and award the contract, and supervise the work of the project. The State will pay for the total cost of the project which is estimated at $45,000. The project is to be charged to a Federal Title II program, Section 209. After completion of the project, the State will maintain the signals and the County will pay for all power consumption.

Your approval of the agreement is recommended. This matter will be on the Consent Calendar for the December 21 meeting.

RDT:rj ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
County-City Unit
Walt Hart, Region 1
George Bell

8477 8-31-76 1/5 1

HHS-26(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

		STATE PROJECT NO. See Below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Clackamas
	ITEM NO. HHS-86	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 8-31-76	FEDERAL ROUTE NUMBER Primary 26
		STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:
McLoughlin Blvd. at Park Ave. (Milwaukie) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Traffic Signals (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total est. cost of $2,000, Fed.
☒ OTHER (Specify) Funds $1,800
Program Approval

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-24-76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set for in FHPM 7-7-2.

Also as requested in Mr. Rulien's 8-24-76 letter you are authorized to proceed with the necessary work as shown above.

DATE 8-31-76	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

9477

1

August 24, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. HHS-26(1)
Clackamas County

We are submitting program data for one project, Item No. 86, Project No. HHS-26(1), "McLoughlin Boulevard @ Park Avenue (Milwaukie) Section".

Attached are Investigation of Intersection, sketch map, pictures and accident data for this project.

We request the following:

(1) Concurrence that the project qualifies for the time saving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by the Federal Highway Administration Office on February 25, 1975.

(3) Approval of the program for inclusion in the Federal-aid High-Hazard Location Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

(4) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. and E. approval at an estimated total cost of $2,000 with obligation of Federal funds of $1,800.

Please note this project is item No. 71523 on the annual program.

DRH:dpy

Attachments

cc: E. L. Hardt (w/att.)

NO.

o.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 24, 1976

PROJECT LOCATION (45 typewriter spaces) ORE 99E, McLoughlin Boulevard @ Park Avenue (Milwaukie)	ADT	PRESENT 34,300*	FUTURE 65,000*	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 142	ITEM NO. 86

PROPOSED WORK (35 typewriter affic Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HHS-	NUMBER 26	SEQ. NO. (1)	T. Projects Only POST MI.	DESIG.	

al FUNDS (Section 209) High-Hazard Locations

COUNTY NAME Clackamas — CODE 005

AREA Portland

ROUTE NO. P — FEDERAL-AID 26 — STATE 1E — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2 (XX)

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE TOPICS		"McLoughlin Blvd. @ Park Ave. (Milwaukie) Section"	0.0	2,000	1,800	200		Util. adj. incl. prep work.
	ROW								
	CONST (CODE) TOPICS Y031			0.0	45,000	40,500	4,500		
epared by			DRH — PROJECT TOTALS	0.0	47,000	42,300	4,700		
					(16) (23)	(24) (33)			

ogram APPROVAL DATES

REMARKS

*ADT Entering Intersection

(over)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 24, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) ORE 99E, McLoughlin Boulevard @ Park Avenue (Milwaukie) 21 65	**ADT**	PRESENT 34,300*	FUTURE 65,000* (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) HHS- 14 23	PROJECT NUMBER NUMBER 26	SE (1

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High-Hazard Locations			COUNTY NAME Clackamas			CODE 005 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 26 (32)		STATE 1E (36)	U.S. (37) - - (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE** TOPICS			0.0	2,000	1,800	200	
5					**ROW**		"McLoughlin Blvd. @ Park Ave. (Milwaukie) Section"					
5					**CONST** (CODE) TOPICS Y031			0.0	45,000	40,500	4,500	
CARD 1	CODE 1	PREPARED BY	DRH	**PROJECT TOTALS**				0.0	47,000	42,300	4,700	
1	14	PROGRAM APPROVAL DATES							(19) (23)	(24) (33)	REMARKS	

*ADT Entering Intersection

McLOUGHLIN BOULEVARD @ PARK AVENUE (MILWAUKIE) SECTION

Project No. HHS-26 (1)

Existing Facility:

McLoughlin Blvd. (FAP 26) -- Four lane bituminous surfaced 60-foot wide section.

Park Avenue (FAU 0450) -- Two lane bituminous surfaced 20-foot wide section with stop sign control at intersection.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering including utility preparatory work.
2. Install multi-phase traffic signal and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroad, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreement.

FHPM 4-4-2 Requirements: Urban transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Time-savings Procedures as set forth in FHPM 6-8-2-1.

Note: This project is Congressional District No. 3.

8478 Isthmus Slough Br. on the 1977
Coos River Hwy. at Eastside.
(Deck replacement)

8478

8

September 15, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 12, 1977, we wrote to you concerning release of final payment on Contract No. 8478 awarded to R.D.M. Constructors for deck replacement on the Isthmus Slough Bridge on the Coos River Highway in Coos County.

Final payment on this contract is $6,090.39 and the total contract amount is $121,807.74. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R.D.M. Constructors
P. O. Box 3018
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8478 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Isthmus Slough Bridge

WEEK ENDING: July 30, 1977

SECTION PREFIX: 106-4240

HIGHWAY: Coos River

COUNTY: Coos

NAME OF JOB: Isthmus Slough Bridge

KIND OF WORK: Deck Replacement

CONTRACTOR: R.D.M. Constructors

CONTRACT NUMBER: 8478

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 28, 1977

DATE WORK STARTED: June 7, 1977

ESTIMATED COMPLETION DATE: July 23, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 45

WORK DAYS USED

CALENDAR DAYS USED 45

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $ 135,291.44

EXCLUSIVE OF ENGINEERING: $ 124,563.42

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 124,563.42

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 10,727.96

This Wk. 400.00

ENGINEERING COST TO DATE $ 5,400.00

PERCENT OF AUTHORIZATION 50% %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: July 23, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Boom truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Fair	0		
MONDAY 25	"	0		
TUESDAY 26	"	0		
WEDNESDAY 27	"	0		
THURSDAY 28	"	0		
FRIDAY 29				
SATURDAY 30				

Routing
Kessey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
AUG 1 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

24 SUNDAY	No work.
25 MONDAY	Two electricians picked up controller , changed lenses on signal heads & removed extra signal heads. ½ day.
26 TUESDAY	No work.
27 WEDNESDAY	Jim Gix, Bud Shirley held final inspection.
28 THURSDAY	
29 FRIDAY	
30 SATURDAY	

REMARKS

Project completed on July 23rd - worked until 10 p.m.

Contractor suppose to have one drawbridge opening sign being made in Portland to replace one lost.

5 clip plates on one panel are loose and contractor has been notified that he will have to tighten them.

State padlock suppose to have been given to one of drawbridge tenders but haven't located it yet.

Semi-final should be sent in about Aug. 15th.

SIGNED ______ LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP·F216

8478

April 18, 1977

Mr. John H. Jaehnig
Route 1, Box 363
Coos Bay, OR   97420

Dear Mr. Jaehnig:

You will be pleased to know that a contract is currently under way providing for replacement of Isthmus Slough draw span deck with steel grid. Also, we have been planning for some time for the replacement of the Coalbank Slough structure and extension of the two-way couplet through Coos Bay southerly to the bridge site.

Signalization at Bunker Hill is on the Six-Year Highway Improvement Program and is presently scheduled for contracting in Fiscal Year 1978. We hope our funding situation will allow us to meet that schedule.

Many existing roads statewide are in dire need of improvement. Funds are extremely short and we are barely able to keep up with a reasonable level of surface maintenance. We will, however, continue to respond to particular areas of hazard and need as best we can.

Highway safety is a matter of concern to all of us and your interest is appreciated.

Sincerely,

H. S. Coulter
State Highway Engineer

JXW:cw HSC:ia

bc E. S. Hunter
R. L. Schroeder
Alfred Shirley, Jr.
D. H. Moehring
L. W. Rulien

RECEIVED
STATE HWY ENGR
APR 12 '77
REFER TO
Region 3
FOR

Info	Inves	R/D	D/R	Sten	Act	File
		✓				

Route 1, Box 363
Coos Bay, Oregon 97420
April 11, 1977

Sirs:

I would like to bring to your attention the following areas of Coos County state highways that are rendered hazardous due solely to lack of proper maintenance.

1. The surface of the draw span sections of the Isthmus Slough Bridge.
2. The surface area of the turn-table section of the Coalbank Slough bridge.
3. The surfacing of many of the state highways in Coos County and particularly the South Broadway section of highway 101 in Coos Bay.

In a time when governmental units are insisting that automobiles be constructed according to strict safety standards, I think it is incumbent on the state of Oregon to maintain it's highways in a manner that will provide a reasonably safe environment for the motorist. I see evidence as mentioned above, and other things such as the collapse of the Isthmus Slough bridge section, that indicates something is drastically wrong with the maintenance practices employed in this area, and suggest that you investigate for yourself or whatever, but remedy the situation.

I think I fully realize the problems in maintaining roads in this area of heavy rainfall, adverse weather conditions, unstable soils, etc., but I'm satisfied that present maintenance practices are not satisfactory.

Enclosed are some pictures of the bridge surface area mentioned above. I request an answer to this letter stating whether you agree or disagree and what you intend to do to remedy the situation.

Also I would like to call your attention to two areas that are hazardous due mainly, in my opinion, to the fact that increased traffic over the years has rendered them inadequate.

The Bunker Hill area of highway 101 at the intersection of the Coos River road. Frequently during rush hours Coos River road traffic is backed up from the intersection to the Coalbank Slough bridge, creating a very hazardous situation.

The "S" curve area of highway 101 approximately 2 miles south of Coos Bay immediately in front of Sunset Memorial Cemetery. Over the years, I've seen many wrecks in this area and some deaths. It needs to be reconstructed to remove the curve and take the [illegible] out of it.

Sincerely,
John H. Jaehnig

8478

F.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September ~~20~~, 1976
23,

FILE: MAI 14-1

FROM: JAMES J. GIX
Regional Maintenance Engr.

TO: E. S. Hunter
Deputy State Highway Engr.

SUBJECT: Isthmus Slough Bridge
Bridge No. 1132, Coos Co.
Deck Replacement Bascule Spans

District Engineer B. E. Brown has brought it to my attention that the condition of the timber deck on the Isthmus Slough Drawbridge is such that a complete replacement is the only feasible option. This bridge was designed for a 4" tongue and groove tranverse timber deck with asphalt plank surfacing.

The last timber replacement was in the mid-60's and was done with redwood plank as cedar was unavailable at that time. At my request, the bridge engineer has worked up a steel grid deck alternate. Unfortunately we find the cost of the project puts it out of the reach of maintenance activity due to recent rulings on public contracts.

We feel the steel grid decking is the most practical solution and would request that this project be placed on the list for state construction or federal aid rehabilitation projects.

jjg/cw

Attach.

cc D. H. Moehring
Walter Hart
B. E. Brown

9-23-76

Walt

Also work up this one on Fed. Aid.

Ed.

cc Gix.

RECEIVED
STATE HWY ENGR
SEP 22 '76
REFER TO
Walt Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE-CORRESPONDENCE

Salem, Oregon

September 2, 1976

FILE:

BR 1132

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. James J. Gix
Regional Maintenance Engineer

SUBJECT:

Isthmus Slough Bridge
Bridge 1132
Coos County
Deck Replacement Bascule Spans

Enclosed for your review and information are two copies of drawing 31554 which shows our proposed method of replacing the existing deck. Also enclosed are two copies of our estimate of the cost for the work, assuming it is done by contract. Also enclosed are two copies each of drawings 4100 and 4119 through 4122 which are plans of the existing deck and sidewalk of the bascule spans.

We contacted Leo Stout of Galvanizing Company of Portland concerning the size of panel that could be dipped in one dipping. He indicated a maximum tank depth of 6 feet, so the maximum size panel should be 6 feet 2 inches if the work is done by maintenance forces. Both he and Ed Rief did not feel warping would be a problem if the panel is not double dipped.

All fabrication should be done before galvanizing. The exception would be the areas where the rivets of the stringer splices interfere with the flooring. The flooring could be notched as required during the placement operation and the damaged areas painted with zinc-rich paint.

Due to the narrow temporary roadway during construction, the Permit Section should be notified not to issue overwidth permits for this route. Present practice is to issue overwidth permits on a yearly basis and they can be obtained at any time.

TJS:dh
Enclosures

cc Bill Brown
D. H. Moehring

ROSEBURG REGION
RECEIVED
SEP - 3 1976

Ltr- to Hwra.

ISTHMUS SLOUGH BRIDGE

Estimate of Deck Replacement: (Assuming work done by Contract)

1.	Furnish steel grid flooring = 4230 ft.^{2} @ \$10.00 ft.^{2}	=	\$ 42,300
2.	Fabrication of connections:		
	Material = 6000# @ \$0.30	=	1,800
	Labor = 660 manhours @ \$20.00	=	13,200
3.	Galvanize flooring = 4230 ft.^{2} @ \$3.00 ft.^{2}	=	12,700
4.	Temporary barrier = 250 lin.ft. @ \$32.00 ft.	=	8,000
5.	Remove existing deck - 4230 ft.^{2} @ \$2.50 ft.^{2}	=	10,600
6.	Repair to existing stringers - Assume	=	2,000
7.	Place new deck = 4230 ft.^{2} @ \$1.50 ft.^{2}	=	6,400
	Total Cost (Quantities)	=	\$ 97,000
8.	Mobilization - 8%	=	7,800
	Subtotal	=	\$104,800
	20% E & C	=	21,000
	Total Cost	=	\$125,800

84/9 Bullards Br. on the Oregon 1977
Coast Hwy. N. of Bandon
(Main. painting & safety system)

#8479

8

September 7, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 31, 1977, we wrote to you concerning release of final payment on Contract No. 8479 awarded to A-1 Sandblasting & Steam Cleaning Co., Inc. for work on Bullards Bridge on the Oregon Coast Highway in Coos County.

Final payment on this contract is $1,000 and the total contract amount is $233,403.98. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc A-1 Sandblasting & Steam Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8479

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bullards Bridge

WEEK ENDING: August 6, 1977

SECTION PREFIX: 6-4241

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Bullards Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: A-1 Sandblasting & Steam Cleaning Co.

CONTRACT NUMBER: 8479

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 28, 1977

DATE WORK STARTED: April 25, 1977

ESTIMATED COMPLETION DATE: August 1, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 48

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 48%

PROJECT AUTHORIZATION: $261,399.96

EXCLUSIVE OF ENGINEERING: $240,695.29

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $240,695.29

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $20,724.57

This Wk ~~500.00~~

ENGINEERING COST TO DATE: $11,000.00

PERCENT OF AUTHORIZATION: 53 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: August 1, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31	Fair	0		
MONDAY 1	"	1		
TUESDAY 2		0		
WEDNESDAY 3				
THURSDAY 4				
FRIDAY 5				
SATURDAY 6				

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
AUG 8 1977
CONSTRUCTION SECTION

Richards
Glen
Berg
Church
Gebauer
Widmer

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

31 SUNDAY	Crew on final coat on superstructure.
1 MONDAY	Crew picked up misc. spots & removed signs.
2 TUESDAY	
3 WEDNESDAY	
4 THURSDAY	
5 FRIDAY	
6 SATURDAY	

REMARKS

Contractor finished work on Monday, August 1, 1977.

Jim Gix inspected project for final inspection on Wed.

SIGNED Eugene H Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

8479

15

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1976

To: MEMO TO FILE

SUBJECT: Paint Specifications
Bullards Bridge #7020
Hwy. No. 9 - M.P. 259.65

Terry Shike, Bridge Designer, Bill Brown, Gene Daimler, Bridge Foreman, and I met the bridge crew at the bridge to look at the paint. Selected spots were blasted to white metal with #16 sand and sweep blasted with #30 sand.

The existing paint is in good shape where the steel isn't rusted. The top coat is tough and flexible and each coat seemed to be well bonded to the next. The transition between white metal and undisturbed paint was good. The paint layer still showed good bond between layers at the feathered areas.

The sweep blast cleaned the surface okay, but it was easy to dwell too long in one spot and pit the top layer. I think a better answer to cleaning is with high pressure water. A "hydroblaster" would be well suited to this task.

The rusted areas were extensive. One hundred percent (100%) of the members below deck had rust areas; 80-90% of the members above deck had rust areas. Inside the chord members, rust was occurring in the corners and along the edges of the inspection holes. Most bracing had rust at the adjoining edges of back to back angles. There were many rusted rivet heads. Most joints have rust present. The only members relatively free of rust are the vertical hangers.

The area of good paint remaining after the rust spots were blasted to white metal would be such a small percentage that the value of doing so is questionable.

I recommend that the entire structure be given a commercial blast, both above and below deck. This would include all ladders and conduits, but would not include the interior of the machinery and operator houses or the exterior galvanized surfaces of the machinery houses. "Hydroblasting" with a rust inhibitor should be allowed as an alternate to dry sandblasting.

RECEIVED
AUG 19 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

JHWood
John H. Wood
Bridge Maintenance Engineer

JHW:ji
cc: R. L. Schroeder ✓
Walt Hart, Jim Gix, Bill Brown, Duane Kirby, Jack Davis (pictures will follow)

8479

13

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1976

SUBJECT: Coast Bridge Repair

To: H. S. Coulter,
State Highway Engineer

JHWood

From: John H. Wood
Bridge Maintenance Engineer

A preliminary verbal report from Region 3 strongly advises that we consider contracting concrete repairs for the following bridges.

Cape Cr.	#1113,	M. P. 178.35
Brush Cr.	#7785,	M. P. 306.35
Reinehart Cr.	#7514,	M. P. 311.40

Bullards Br. #7020 and McCullough Br. #1823 would be painting contracts.

Revised inspection reports will be forwarded to this office as soon as chloride samples are analyzed.

JHW:hc

Attachments

RECEIVED
STATE HWY ENGR

JUL 15 '76

REFER TO

FOR

Info	Invs	R/D	D/R	Sgn	Act	File

From the desk of:
H. Scott Coulter

5-3-76

John Ward —

Should we consider contracting repairs to Cape Cr. - Br. 1113

Haynes Inlet - Br. 7501

McCullough Br. 1823

Davis Slough Br 8282

Bullards Br. - # 7020

HSC

MAINTENANCE OFFICE MEMO

Date 4-29-76

Subject Coast Bridges File No.

Received [call] [visit] from

Address

Made [✓ call] [visit] to Ed Payton Phone

Reason for contact and general discussion: Discussed Alsea and Newport. Bridge working on a test contract for Alsea repair. Research wants to develop cathodic protection system in [illegible]. [illegible] and myself would [illegible] doing a small [illegible] on coast. Bridge crews have removed loose concrete from bottom of Newport deck. Funds are [illegible] [illegible]. Sumner is now in Region 3, getting [illegible] [illegible].

Signature

File [ ]
Circulate [✓ MB] [ ] MSE [ ] MME [ ] BS [ ] OE [ ] AG [ ] AA [ ] ALL [ ] BME

cy to Coulter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
February 10, 1976

FILE:

NOTED
H. S. COULTER

FROM: Walter J. Hart
Bridge Engineer

Walter Hart

SUBJECT: Coast Bridge Inspection

TO:

Mr. H. S. Coulter
Assistant State Highway Engineer

MAINTENANCE ENGINEER
RECEIVED
FEB 17 1976
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ SME ☐ AA ☐ FILE ☐ TA

Inspection of the Columbia River Bridge at Astoria and the Yaquina Bay Bridge at Newport, together with the other snooper inspections scheduled, should give us a pretty good look at the coastal bridges.

There are two additional structures in Region 2, Necarney Creek (Sam Reed) Bridge at MP 39.53 and the Big Nestucca River (Condor) Bridge at MP 84.08 that will be looked at by Ed Payton to see if a snooper inspection is warranted.

The Cape Creek Bridge, MP 178.35, was inspected recently but I am not certain that the 220-foot deck arch was looked at with the snooper. If not, this is one structure which might require a further look.

There are three mid-1955 structures on the southern Oregon Coast which, because of their location, are candidates for problems but which should not be in any difficulty as yet. These are Rocky Point Viaduct, MP 303.72; Rinehart Creek, MP 311.40; and the Frankport Viaduct, MP 315.53.

WJH:dh

cc Ed Payton /w/ encl.
John Wood

RECEIVED
APR [illegible] 1976
Office of
Assistant State Highway Engineer

Talked to HSC
3-4-76. Will
be meeting soon
re: these structures

RECEIVED
FEB 11 1976
Office of
Assistant State Highway Engineer

cy John Wood —
2-17-76
Which repairs, if any, do you
think we would be ahead to
confront?
HSC

[illegible], Newport and
[illegible] Bay - if pilot
contract [illegible] [illegible].

Met with Hart, Fredrickson, Payton
3-10-76. Will be joint FHWA, State
inspection of structure April 7, 8, 9.
State will try for pilot contract on
5 spans of Alsea Bridge.

8-4-79

1

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

RECEIVED
STATE HWY ENGR
APR 29 '76
REFER TO Coulter
FOR
☑ Info
☐ Inves
☐ R/D
☐ D/R
☐ Sign
☐ Act
☑ File

3271
Serial 261
28 APR 1976

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of 14 April 1976 concerning maintenance painting and impaired clearance of the Coquille River (Bullards) bridge has been received.

Your request to install staging which will decrease the vertical clearance of the vertical-lift span by a maximum of five feet to accomplish the work is approved. No more than one-half the navigation span, measured from the main channel piers, may be restricted at any time. Lights and markers must be provided as you agreed in the request. Please advise two weeks in advance of commencement of work so an item can be placed in the Notice to Mariners and then once each month on the progress of the work.

Past bridge maintenance projects in Oregon have been conducted under guidelines imposed by Oregon Department of Environmental Quality and Oregon State Highway Division. These guidelines include provisions to:

a. Handle falling material resulting from either cleaning of the structure or painting of the structure.

b. Handle and dispose of fall material coming to rest on the deck or sidewalk of the structure.

c. Dispose of liquid waste resulting from cleaning of vehicles and cleaning of tools.

d. Have a resident engineer. . . .have charge of operations involving environmental concerns and be designated the authority to cease operations if problems develop.

If the maintenance crew complies with the Oregon State guidelines, there should be no grounds for prosecution under the criminal provisions of 33 U.S.C. 407 (Refuse Act). However, the Coast Guard would be required

RECEIVED
MAY 1 1976
Office of
Assistant State Highway Engineer

NOTED
E. S. HUNTER

cc Hunt
Moehring
Shirley

NOTED
H.S. COULTER

Subj: Maintenance Painting and Impaired Clearance of the Coquille River (Bullards) Bridge

to assess a civil penalty for any discharge of a harmful quantity of oil resulting from this operation (for instance, a film, sheen or discoloration of the water caused by spillage of oil-based paint), unless the bridge owner is an unincorporated political subdivision of the state. ✓

Your early request for falsework approval is appreciated.

Sincerely,

G. SCHMIDT
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

8479

April 14, 1976

Commander
Aids to Navigation Branch
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Maintenance Painting, Impaired Clearance
Coquille River (Bullards) Bridge
Oregon Coast Highway near Bandon, Oregon
Coos County, Bridge 7020

A Bridge Permit dated February 1, 1951, authorized construction of the subject structure. This is a steel bridge which requires periodic routine maintenance painting. It is our intention to award a contract for such painting about June 1, 1976. This work should be completed by November 30, 1976.

In order to accomplish the work on the navigation span, it will be necessary to install staging which will decrease the vertical clearance below the steel span by a maximum of five feet. This encroachment will be limited to one-half of the navigation span at any time. The staging will be marked at the quarter points with red lights at night and by Coast Guard approved high visibility markers by day.

It is our understanding that this routine maintenance painting can be done under the existing bridge permit and that application for an additional permit is not required.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
W. J. Hart
Alfred Shirley

RWE:dh ja

8479

~~[illegible]~~ /5

Salem

May 5, 1975

Walt Hart
Bridge Engineer

E. S. Hunter
Assistant State Highway Engineer

copy in
Des 6

Bullards Bridge
Rejection of Bids

Mr. Cornett of A-1 Sandblasting has called me twice regarding our rejection of the painting bids on Bullards Bridge. I advised Mr. Cornett that in our opinion the bids were too high and that we had decided to defer the work until next spring.

Mr. Cornett feels that the system we had specified, including a white blast, was not the proper way to go. He suggest spot painting with oxides as in his opinion we would be removing a large amount of good paint in the neighborhood of 30 mils thick. He feels a white blast should be called for only where necessary and a light blast over good paint areas to ensure bond of the final cover coat.

Please review the project considering Mr. Cornett's suggestions before calling for bids next spring.

ESH:js

cc: F. B. Klaboe
H. S. Coulter

8479 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~Br. 7020F~~

April 25, 1975
Salem, Oregon

Jack H. Ayres

FROM: Jack H. Ayres
Bridge Office Engineer

TO: Mr. C. E. Layton
Construction

SUBJECT:
April 24, 1975 Bid Opening
Project No. 4
Bullards Bridge Maintenance Painting

A review of bids received by the Bridge and Maintenance Sections for the maintenance painting of this bridge indicate prices which appear to be excessive. No bids will be accepted at this time.

This project was first advertised February 27, 1975. The Engineers Estimate then was $120,000.00 or approximately $250.00 per ton of structural steel. The proposed paint system was to be an organic zinc-vinyl coating over SA 2 1/2 near-white blasted metal. (This was the same system found to be acceptable for the Thomas Cr. Br. Maint. Paint. job let at the same time.) Low bid for this system on Bullards Bridge was, however, $214,818.00 or 79% over the Engineers Estimate and was rejected.

Prior to readvertisement, a complete review and evaluation were made to adjust costs and prices in hopes of reducing the painting bids. Contract time was increased, a new all vinyl paint system was chosen and an additional $56,000.00 was added to the Engineers Estimate.

The bids received on April 24, 1975 indicated that the low bid was only $6,832.00 less than that of the February 27, 1975 letting. With all of the above changes the low bid was still 18.2% over the Engineers Estimate.

With these facts at hand it is suggested that the maintenance painting for Bullards Bridge be held in abeyance until the spring of 1976.

JHA/ag

cc G. D. Anderson
John H. Wood

RECEIVED
APR 28 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

All Clear
1-21-75
WLP

ENVIRONMENTAL REVIEW

Section Bullards Bridge
Highway Oregon Coast
County Coos
Type of Work Painting
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A

NEGATIVE DECLARATION: N/A

FISH COMMISSION: Yes - Water quality standards must be maintained - Standard Spec's cover this. All paints must be non-toxic. Spec's will cover this.

WILDLIFE COMMISSION: Yes - anticipate no adverse affects.

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

OTHER:

8479

cc: ~~E. S. Hunter~~
L. [illegible] Rulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)
W. E. Schwartz (2)

cc's made 3-25-74 and sent

1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

March 21, 1974

RECEIVED
MAR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The following projects have been reviewed by the Wildlife Commission staff and comments to safeguard fish and wildlife developed.

Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

McKay Creek Bridge Section
SAS 401
Crook County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Foothill Drive Section
FAS 23-108
Malheur County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Bullards Bridge Section
Oregon Coast Highway
Coos County
We anticipate no adverse effects from this project.

Thomas Creek Bridge
Oregon Coast Highway
Curry County
We anticipate no adverse effects from this project.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Fishery Biologist
Environmental Management

Attachments

cc FCO

pw

Date 3-11-77

ORS 541.605 et seq.

County Clackamas

River Molalla

Name of Applicant O.S.H.D. Permit No 16

State Permit No. 1911 Corps of Engineers PN. No. ____________

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted in a manner that will ~~behind a berm sufficient to isolate the operation from the free flowing stream and~~ prevent any turbidity increase (X) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(X) 3. (X) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________.

(X) 5. ( ) DIKES SHALL BE CONSTRUCTED (X) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) __ GRASS __ SHRUBS __ TREES SHALL BE PLANTED prior to ____________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(X) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (X) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Sept 15 to July 1 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ____________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(X) 9. Spoils, ~~stockpiles~~, and other ~~fill~~ waste materials shall be placed (X) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(X) 10. DSL Retains the Right - - -

( ) 11. ____________

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Wildlife

Date [illegible] **ORS 541.605 et seq.**

County [illegible]

River [illegible]

Name of Applicant OSHD - [illegible]

State Permit No. 1437 Corps of Engineers PN. No. ____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the~~ minimize ~~operation from the free-flowing stream and prevent~~ any turbidity increase, ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. Activities in the active flowing stream shall be limited to the low flow period.

(✓) 11. DSL retains the [illegible]

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon [illegible]

- 8479

1

cc: E. S. Hunter
L. W. lien
W. J. art
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)

cc's sent 3-20-74

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

March 19, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following projects submitted to us for review have been examined. Our comments on fishery safeguards accompany each section below.

1. Molalla River (Wrights) Bridge Section
   Cascade Highway
   Clackamas County

   There are fall chinook and coho salmon and steelhead trout in the stream system. No work should be allowed in the stream after October 1 unless behind berms or cofferdams. Curing or waste water pumped out of the work area should not be discharged into the stream.

2. Bullards Bridge Section (Painting)
   Oregon Coast Highway
   Coos County

3. Thomas Creek Bridge (Painting)
   Oregon Coast Highway
   Curry County

   The Coquille River has clam beds downstream from Bullards Bridge as well as fish populations in the stream so maintaining water quality in the river during the duration of the contract is important.

Although Thomas Creek has no known anadromous or shellfishery it no doubt supports a resident fish population thus water standards should be maintained.

All paint used on both bridges must be of a nontoxic nature.

4. McKay Creek Bridge Section
FAS 401
Crook County

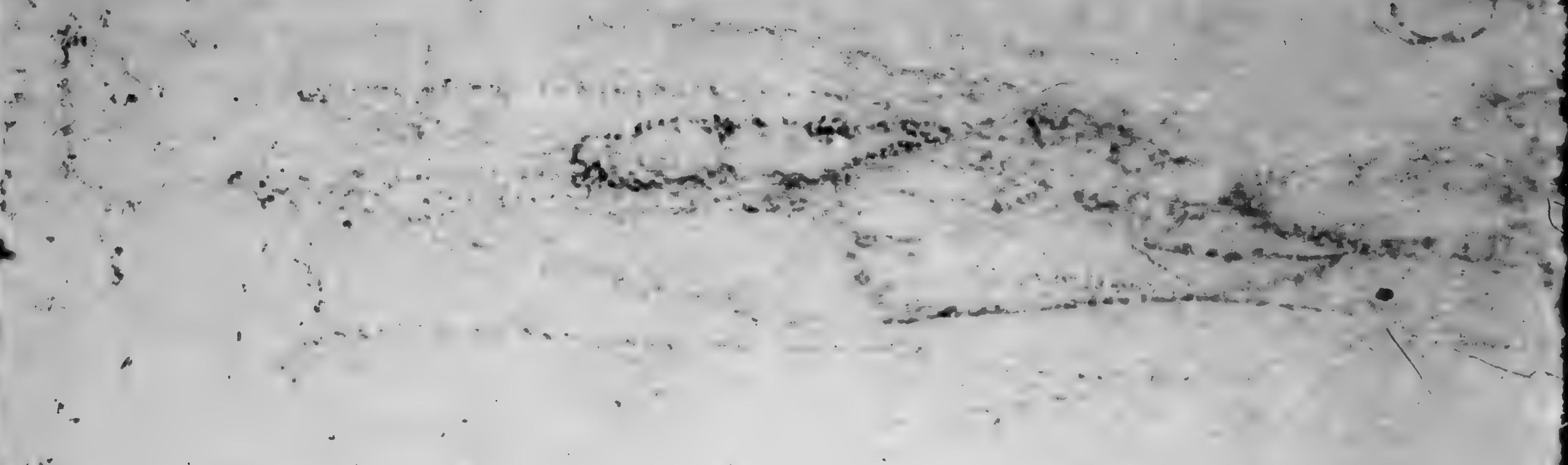
The proposal is above the reach of anadromous fish thus our main concern is protecting the stream from foreign material and providing water quality throughout the length of the contract.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission



1977 Central Ave.-8th St.
(Medford) & 4th St. & Front St.
(Grad., Pav., Sign. & Sig.)

C & A 5464 10-6-75

Form [illegible] 8480

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Medford
City Hall
Medford, Oregon 97501
Attn: Mr. Robert Kortt
Traffic Engineer

Date June 8, 1981

Invoice No.

P.O. No.

Crew No. 006-00

Additional funds to be refunded to City of Medford for Federal Aid Urban Project M-2441(1) Central Avenue and 8th Street Section of 4th and Front Streets.

$470.35

REF: CC 2089

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-8-81	CC 2089		315-1931-295 315-2518-295 315-1090-295

BILL TO: Code:

City of Medford
City Hall
Medford, Oregon 97501
Attn: Mr. Robert Kortt, Traffic Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project M-2441(1) Central Avenue - 8th Street 4th Street and Front Street Jackson County Agreement No. 5464 Contract No. 8480			
TOTAL COST			$169,351.22
Less Federal Funds			144,809.69
Less State Share			12,061.88
City Share			12,479.65
City's Advance Deposit			18,038.00
REFUND DUE CITY			$ 5,558.35
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 18,038.00
Advance Deposit Previously Transferred to Highway Fund	$ 12,950.00
Balance	$ 5,088.00
Transfer to Highway Fund	$ - - -
Refund Due	$ 5,088.00

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1720

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D E Swan a
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 8, 1981

CITY MEDFORD **Contract No.** 8480 **Date Completed** 7-11-78

PROJECT # M-2441(1) **Section** Central Ave.-8th St., 4th St. & Front St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 17,397.15
Right-of-Way	2,116.85
Payments to Contractor	135,036.00
Credit for Liquidated Damages	(3,650.00)
Interest	15.44
Construction Engineering	18,242.28
Specifications	(50.00)
Training	243.50
TOTAL PROJECT COST	$169,351.22
Federal Funds	144,809.69
BALANCE	$ 24,541.53

Non-Participating Costs:

Payment to Contractor	$427.88	
Credit for Liquidated Damages	(25.55)	
Interest	15.44	
Construction Engineering	157.58	$ 575.35
AMOUNT TO BE SHARED BY STATE & CITY		$ 23,966.18

State Share:
50% of ($23,966.18 + $157.58) = $12,061.88

City Share:
50% of $23,966.18 + ($575.35 - $78.79) = $12,479.65

Reference: Billing Form CC 2089

```
         315   1918      901      00 N 1                                  310.67           310.67
         315   1918      905      00 P 1                                                     62.65
         315   1918      907      00 P 1                                                  2.759.31
         315   1918      907      00 N 1                                  475.35CR          76.04CR
         315   1918      914      00 P 1                                                     98.81
         315   1918      924      00 P 1                                   53.88CR
         315   1918      924      00 N 1                                   53.88             53.88
                         TOT      P1                                      364.55CR        2.920.77
                         TOT      N1                                      110.80CR          288.51
                      ** JOB TOTALS **                **                  475.35CR**      3.209.28  **

 4TH ST & FRONT ST (MEDFORD)   CONT NO      $ FA PROJ NOS M   241001 100                                 STATE
         315   1931      296      00 N 9 Tr. St                                          14.926.75CR
         315   1931      298      00 N 9  "  Fed                                         14.926.75
         315   1931      901      00 P 1 Res. Engr                                        2.675.53
         315   1931      905      00 P 1 Fin. Des                                           382.55
         315   1931      909      00 P 1 R/w Des                                            176.99
         315   1931      910      00 P 1 S&G                                                 58.40
         315   1931      911      00 P 1 Sign.                                           12.744.13
         315   1931      914      00 P 1 Ut. Lias                                           396.77
         315   1931      920      00 P 1 P.U.                                               201.95
         315   1931      921      00 P 1 Specs.                                             740.83
         315   1931      980      00 P 1 Pub. Hear                                           20.00
                         TOT      P1                                                     17.397.15
                      ** JOB TOTALS **                **                  **             17.397.15  **
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4-81

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TOTAL TO DATE JOB COST SUMMARY                                          APRIL 1981        PAGE 747

                                                                          FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

 WIMER ST-GRANDVIEW DR ASHLAND CONT NO      $ FA PROJ NOS M   920001 100                                 STATE
         315   1938      295      00 N 9                                                 17.800.00
         315   1938      296      00 N 9                                  229.75CR       37.962.00CR
         315   1938      298      00 N 9                                  229.75         20.162.00
         315   1938      407      00 P 1                                                    101.04
         315   1938      901      00 P 1                                3.124.24         13.156.84
         315   1938      901      00 N 1                                                    180.41
         315   1938      905      00 P 1                                                  6.704.48
         315   1938      906      00 P 1                                                  1.319.93
         315   1938      909      00 P 1                                   90.64CR          892.21
         315   1938      910      00 P 1                                                     58.40
         315   1938      913      00 P 1                                                  1.214.87
         315   1938      914      00 P 1                                                    700.44
         315   1938      920      00 P 1                                  132.00CR           50.00
         315   1938      921      00 P 1                                  264.07CR        1.426.33
         315   1938      923      00 P 1                                                    126.[illegible]
         315   1938      930      00 P 1                                                     [illegible]
         315   1938      931      00 P 1                                                      1.95
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8480

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             315   2515    412      00 P 1
             315   2515    414      00 P 1                                                121.96
             315   2515    920      00 P 1                                                 40.14
             315   2515    930      00 P 1                                                 29.38
                           TOT         P1                                               1,125.54
                        ** JOB TOTALS **                 **              **             1,125.54  **

CENTRAL AVE-8TH AVE(MEDFORD)  CONT NO     FA PROJ NOS M    441001 100                                STATE
             315   2518    296      00 N 9 Tr. St.                                      1,816.26CR
             315   2518    298      00 N 9    "   Fed                                   1,816.26
             315   2518    401      00 P 1 Land Purch.                                    800.00
             315   2518    407      00 P 1 Appraisal                                    1,033.05
             315   2518    412      00 P 1 Title                                            6.00
             315   2518    414      00 P 1 Negot.                                         228.91
             315   2518    920      00 P 1 p.m.                                            14.35
             315   2518    930      00 P 1 Engring                                         34.54
                           TOT         P1                                               2,116.85
                        ** JOB TOTALS **                 **              **             2,116.85  **

WIKER ST. ASHLAND             CONT NO     FA PROJ NOS M    920002 100                                STATE
             315   2519    296      00 N 9                                             11,194.00CR
             315   2519    298      00 N 9                                             11,194.00
             315   2519    401      00 P 1                                              5,375.00
             315   2519    403      00 P 1                                                225.00
             315   2519    407      00 P 1                                              2,130.06
             315   2519    409      00 P 1                                                 44.16
             315   2519    412      00 P 1                                                692.63
             315   2519    414      00 P 1                                              4,030.70
             315   2519    415      00 P 1                                                 13.40
             315   2519    920      00 P 1                                29.28            85.84
             315   2519    910      00 P 1                                                620.30
             315   2519    930      00 M 1                                43.28            43.28
             315   2519    950      00 P 1                                                420.00
                           TOT         P1                                 29.28        13,637.09
                           TOT         M1                                 43.28            43.28
                        ** JOB TOTALS **                 **               72.56  **    13,680.37  **

OAK ST MT AVE-ASHLAND SEC     CONT NO     FA PROJ NOS M    920004 100                                STATE
             315   2523    296      00 N 9           612.05CR         33,025.78CR      47,298.25CR
             315   2523    298      00 N 9           612.05           33,025.78        47,298.25
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   1     134  25  09  296  00  N  9
   2     134  25  09  413  00  P  1
   3     134  25  10  401  00  0  0
   4     134  2   10  426  00  P  1
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                                     TOT         N1                                     475.35          950.70
                                  ** JOB TOTALS **                      **          475.35  **     63,525.91  **

CENTRAL AVE-8TH ST MEDFORD    CONT NO 8480 * FA PROJ NOS M    441001 100                                    STATE
                              315     1090     201      00 P 1 Cont. Pay                 134,608.12    77      78
                              315     1090     201      00 N 1  "    "                       427.88    78      78
                              315     1090     203      00 P 1 Cr. Liq. Dam                3,624.45CR  78      80
                              315     1090     203      00 N 1  "    "                        25.55CR  80      80
                              315     1090     206      00 N 1 Int.                           15.44    78      78
                              315     1090     295      00 N 9 Tr. City                   12,950.00    77      77



TOTAL TO DATE JOB COST SUMMARY                                           APRIL 1981       PAGE  194

                                                                            FISCAL        GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE     BEG    END
                              315     1090     296      00 N 9 Tr. St                .25CR  141,016.68CR  77      80
                              315     1090     298      00 N 9  " Fed                .25    128,066.68    77      80
                              315     1090     900      00 P 1 Const. Eng                    18,084.70    77      80
                              315     1090     900      00 N 1   "    "                         157.58    77      80
                              315     1090     921      00 P 1 Specs.                            50.00CR  77      77
                              315     1090     950      00 P 1 Training                         243.50    78      78
                                       TOT          P1                                      149,261.87
                                       TOT          N1                                          575.35
                                  ** JOB TOTALS **                      **               ** 149,837.22  **

GRANDVIEW DR-WIMER ST         CONT NO 8762 * FA PROJ NOS M    920001 100                                    STATE
                              315     1094     201      00 P 1                              240,434.89    78      79
                              315     1094     201      00 N 1                                1,798.07    78      79
                              315     1094     203      00 P 1                                1,700.00CR  78      79
                              315     1094     203      00 N 1                                  400.00    79      79
                              315     1094     206      00 N 1                                     .15    79      79
                              315     1094     220      02 P 1                                   45.64    79      80
                              315     1094     285      01 P 1                 3,052.07CR                 78      80
                              315     1094     296      00 N 9                 2,262.74     239,830.42CR  78      80
                              315     1094     298      00 N 9                 2,262.74CR   239,830.42    78      80
                              315     1094     900      00 P 1                   414.54      40,530.03    78      80
                              315     1094     900      00 N 1                    70.20         182.90    78      80
                              315     1094     920      00 P 1                                   23.24    78      78
                              315     1094     950      00 P 1                                  162.50    79      79
                              315     1094     985      00 P 1                                   26.11    78      78
                                       TOT          P1                         2,637.53CR   279,522.63
                                       TOT          N1                            70.20       2,381.12
                                  ** JOB TOTALS **                      **     2,567.33CR** 281,903.75  **

BARNETT RD-S BLACK OAK DR     CONT NO 8568 * FA PROJ NOS M    430001 100                                    STATE
                              315     1095     201      00 P 1                               22,662.00    77      78
                              315     1095     206      00 N 1                                   18.51    78      78
                              315     1095     210      01 P 1                               22,683.98    78      79
                              315     1095     295      00 N 9                                3,544.78    78      80
                              315     1095     296      00 N 9                               44,918.00CR  77      80
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8480

315-1090 ✓
315-1931 ✓
315-2518 ✓

STATEME OF COSTS INCURRED UNDER PROJECT AGREE T

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	12-5-80 Central Ave.-8th St. (Medford) FAUS (Front Street) Jackson County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 17,397.15	
	Right of Way Type Code R.O.W. State	All Required			2,116.85	
	Construction Type Code Y031 Contract #8480 Traffic Signals (4th to 8th St.) Final Contract Payment Summary	Lump Sum			134,608.12	
	Construction Engineering State	All Required			18,278.20	
	Liquidated Damages	Lump Sum			(3,624.45)	
	Total Participating Construction Engineering				$ 14,653.75	
	Total Participating Costs				$168,775.87	
	Nonparticipating Items Final Contract Payment Summary	Lump Sum			$ 427.88	
	Interest on Final Contract Payment	All Required			15.44	
	Construction Engineering	All Required			123.82	
	Liquidated Damages	Lump Sum			(25.55)	
	Total Nonparticipating Costs				$ 541.59	
	Total Project Costs				$169,317.46	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/15/80.					
	AMOUNT CARRIED FORWARD					

12-5-80
TO TYPE
G

ROW

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

X

☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 11-11-79 TO 1-19-80

FEDERAL AID PROJECT NO. M-2441(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 17,397.15	$ 17,397.15	85.80%	$ 14,926.75	$ 14,926.75	$ 0.00
2,116.85	2,116.85	85.80%	1,816.26	1,816.26	0.00
149,503.45	149,261.87	85.80%	128,066.58	128,066.58	0.00
$169,317.46	$168,775.87	85.80%	$144,809.59	$144,809.59	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY DATE 6/14/80

PASSED FOR PAYMENT BY DATE V.E. Skoog, Controller

REMARKS

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20A
(Rev. 5-78)

```
SPRR GRADE CROSSING (MEDFORD) CONT NO      FA PROJ NOS RRP [illegible] 100
                          315    1918      295     00 N 9                                        1,700.00CR
                          315    1918      298     00 N 9                                        1,700.00
                          315    1918      901     00 P 1                                          310.67
                          315    1918      905     00 P 1                                           62.65
                          315    1918      909     00 P 1                                        2,759.31
                          315    1918      907     00 N 1                                          399.31
                          315    1918      914     00 P 1                                           93.81
                          315    1918      924     00 P 1                                           58.88
                                           TOT     P1                                            3,285.32
                                           TOT     N1                                              399.31
                                        ** JOB TOTALS **           **              **            3,684.63  **

                                                                                                           STATE
4TH ST & FRONT ST (MEDFORD)   CONT NO    # FA PROJ NOS M  241001 100                            14,926.75CR
                          315    1931      296     00 N 9                                       14,926.75
                          315    1931      298     00 N 9                                        2,675.53
                          315    1931      901     00 P 1                                          382.55
                          315    1931      905     00 P 1                                          176.99
                          315    1931      909     00 P 1                                           58.40
                          315    1931      910     00 P 1                                       12,744.13
                          315    1931      911     00 P 1                                          396.77
                          315    1931      914     00 P 1                                          201.95
                          315    1931      920     00 P 1                                          740.83
                          315    1931      921     00 P 1                                           20.00
                          315    1931      930     00 P 1                                       17,397.15
                                           TOT     P1                                           17,397.15  **
                                        ** JOB TOTALS **           **              **

                                                                                                           STATE
WIMER ST-GRANDVIEW DR ASHLAND CONT NO    # FA PROJ NOS M  920001 100                            17,800.00
                          315    1938      295     00 N 9                                       37,732.25CR
                          315    1938      296     00 N 9
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PE

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TOTAL TO DATE JOB COST SUMMARY                                              JULY 1980         PAGE  591
                                                                              FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                  315   1938      298      00 N 9                            19,932.25
                                  315   1938      407      00 P 1                               101.04
                                  315   1938      901      00 P 1                            10,032.60
                                  315   1938      901      00 N 1                               110.41
                                  315   1938      905      00 P 1                             6,704.48
                                  315   1938      906      00 P 1                             1,319.93
                                  315   1938      909      00 P 1                           [illegible]
                                  315   1938      910      00 P 1                                58.40
                                  315   1938      913      00 P 1                             1,214.87
                                  315   1938      914      00 P 1                               200.44
                                  315   1938      920      00 P 1                               182.00
                                  315   1938      921      00 P 1                             1,690.40
                                  315   1938      923      00 P 1                               126.32
                                  315   1938      930      00 P 1                                 4.90
                                  315   1938      931      00 P 1                                 1.95
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                                   315   2515    403     00 P 1                                                        388.00
                                   315   2515    412     00 P 1                                                         84.06
                                   315   2515    414     00 P 1                                                        121.96
                                   315   2515    920     00 P 1                                                         40.14
                                   315   2515    930     00 P 1                                                         29.38
                                                 TOT     P1                                                          1,125.54
                                              ** JOB TOTALS **                 **                  **                1,125.54  **

 CENTRAL AVE-8TH AVE(MEDFORD)  CONT NO          FA PROJ NOS M    441001 100                                                    STATE
                                   315   2518    296     00 N 9                                                      1,816.26CR


TOTAL TO DATE JOB COST SUMMARY                                                        JULY 1980          PAGE  879

DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH          FISCAL             GRAND TOTAL
                                                                                       YEAR TO DATE           TO DATE
                                   315   2518    298     00 N 9                                              1,816.26
                                   315   2518    401     00 P 1                                                800.00
                                   315   2518    407     00 P 1                                              1,033.05
                                   315   2518    412     00 P 1                                                  6.00
                                   315   2518    414     00 P 1                                                228.91
                                   315   2518    920     00 P 1                                                 14.35
                                   315   2518    930     00 P 1                                                 34.54
                                                 TOT     P1                                                  2,116.85
                                              ** JOB TOTALS **                 **                  **        2,116.85  **

 WIMER ST, ASHLAND               CONT NO        FA PROJ NOS M    920002 100                                          STATE
                                   315   2519    296     00 N 9                                             11,154.00CR
                                   315   2519    298     00 N 9                                             11,154.00
                                   315   2519    401     00 P 1                                              5,375.00
                                   315   2519    403     00 P 1                                                225.00
                                   315   2519    407     00 P 1                                              2,130.06
                                   315   2519    409     00 P 1                                                 44.16
                                   315   2519    412     00 P 1                                                692.63
                                   315   2519    414     00 P 1                                              4,030.70
                                   315   2519    415     00 P 1                                                 13.40
                                   315   2519    920     00 P 1                                                 56.56
                                   315   2519    930     00 P 1                                                620.30
                                   315   2519    950     00 P 1                                                420.00
                                                 TOT     P1                                                 13,607.81
                                              ** JOB TOTALS **                 **                  **       13,607.81  **

 OAK ST MT AVE-ASHLAND SEC       CONT NO        FA PROJ NOS M    920004 100                                          STATE
                                   315   2523    296     00 N 9   3,417.36CR          3,417.36CR            17,689.83CR
                                   315   2523    298     00 N 9   3,417.36            3,417.36              17,689.83
                                   315   2523    401     00 P 1     875.00              875.00                 875.00
                                   315   2523    402     00 P 1                                                332.43
                                   315   2523    403     00 P 1     800.00              800.00                 800.00
                                   315   2523    407     00 P 1   1,189.99            1,189.99              14,539.41
                                   315   2523    407     00 N 1                                                290.85
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R/W

```
                    TOT       P1                                                   475.35
                    TOT       N1                                                63,050.56  **
                 ** JOB TOTALS **                  **              **

                                                                                          STATE
ORD     CONT NO 8480 * FA PROJ NOS M   441001 100                              134,608.12    77     78
             315   1090      201        00 P 1 Cont


                                                  JULY 1980          PAGE  145
                                                    FISCAL          GRAND TOTAL     ACTIVE YRS
         PREFIX          FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE       BEG    END
                                                                             427.88     78     78
      315   1090          201       00 N 1 Cont.                            3,624.45CR   78     80
      315   1090          203       00 P 1 Credit Liq. Dam                    25.55CR   80     80
      315   1090          203       00 N 1    "       "                        15.44     78     78
      315   1090          206       00 N 1 Interest                         12,950.00    77     77
      315   1090          295       00 N 9 Tr. City                        141,016.68CR   77     80
      315   1090          296       00 N 9 "  St.     .25CR         .25CR    128,066.68    77     80
      315   1090          298       00 N 9 "  Fed.    .25           .25       18,084.70    77     80
      315   1090          900       00 P 1 Engr.                               157.58     77     80
      315   1090          900       00 N 1   "                                  50.00CR   77     77
      315   1090          921       00 P 1 Specs.                              243.50     78     78
      315   1090          950       00 P 1 Training                        149,261.87
                          TOT       P1                                         575.35
                          TOT       N1                                     149,837.22  **
                       ** JOB TOTALS **            **              **

                                                                                          STATE
          ER ST    CONT NO 8762 = FA PROJ NOS M   920001 100                240,434.89     78     79
             315   1094      201        00 P 1                                1,798.07     78     79
             315   1094      201        00 N 1                                1,700.00CR   78     79
             315   1094      203        00 P 1                                  400.00     79     79
             315   1094      203        00 N 1                                     .15     79     79
             315   1094      206        00 N 1                                   45.64     79     80
             315   1094      220        02 P 1                                3,052.07     78     78
             315   1094      285        01 P 1                              242,093.42CR   78     80
             315   1094      296        00 N 9    .26CR         .26CR      242,093.42     78     80
             315   1094      298        00 N 9    .26           .26         40,115.49     78     80
             315   1094      900        00 P 1                                  112.70     78     79
             315   1094      900        00 N 1                                   23.24     78     78
             315   1094      920        00 P 1                                  162.50     79     79
             315   1094      950        00 P 1                                   26.33     78     78
             315   1094      985        00 P 1                              282,160.16
                             TOT        P1                                    2,310.92
                             TOT        N1                                  284,471.08  **
                          ** JOB TOTALS **         **              **

                                                                                          STATE
    ITY RD-3 BLACK OAK DR    CONT NO 8568 * FA PROJ NOS M   430001 100       22,662.00     77     78
             315   1095      201        00 P 1                                   18.51     78     78
             315   1095      206        00 N 1                               22,683.98     78     79
             315   1095      210        01 P 1                                3,544.78     78     80
             315   1095      295        00 N 9
```

CONST

#8480

STATE COPY

1-19-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

K

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 1-14-80	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. M-2441(1)
COMPLETION DATE 6/17/78	ACCEPTANCE DATE BY CONTRACT AGENCY 9/26/78	TIME ELAPSED 185 %	CONTRACT TIME 240 calendar work days
APPROVED EXTENSIONS 131 calendar work days	LOCATION City of Medford		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CENTRAL AVENUE - EIGHTH ST.
(MEDFORD)
Traffic Signals

This project involved new traffic signals and lighting. Traffic lane geometrics were also revised as appropriate.

Liquidated damages of $50.00 per day for 73 days were charged the contractor.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

1-23
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 1-19-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8480

8

October 11, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $183.52 will be made to Sims Electric of Medford, Inc., on Contract No. 8480 for work on the Central Avenue-8th Street Section of 4th Street and Front Street in Medford, Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $131,386 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Sims Electric of Medford, Inc.
29 West Main Street
Medford, OR 97501

bc C. T. Keasey
Walt Hart
Alfred Shirley

8480

September 29, 1978

Sims Electric of Medford, Inc.
Post Office Box 1430
Medford, OR 97801

Gentlemen:

Time Extension, Contract 8480
Central Ave.-8th St. (Medford)
Jackson County

Careful consideration and review has been given your request for time extension on Contract No. 8480, Central Ave.-8th Street (Medford).

A three-day increase in the number of calendar days is hereby granted for the additional time charged after work was completed. Consideration was given to time lost waiting delivery of materials. Our records indicate the controller, which failed environmental testing requirements February 10, received approval June 14 after being returned to the supplier; a delay of 124 days. As this delay is considered the responsibility of the supplier, no additional time was granted.

There remain 73 days of liquidated damages. Any questions concerning this time extension should be directed to the Region Engineer or Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
Alfred Shirley, Jr.
William Maude
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 27, 1978

FILE: CON 5 #8480

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Central Ave.-8th St. (Medford)
Jackson County
Contract No. 8480

Sims Electric of Medford, Inc., contractor on the subject project, requests a 76-day increase in the number of calendar days in which to complete the project. The contractor cites his inability to obtain special materials as basis for his request. Pertinent information and dates are:

Time extension	11-30-78 (129 days)
Revised calendar days	369
Time expires	4- 4-78
2nd Notification	6-19-78 (445 days)

The 129-day extension was granted because of changes requested by the City of Medford after contract time started (Price Agreement No. 1). Materials subject to this change were received the week ending January 21, 1978 or approximately one week later than anticipated. There remained 73 calendar days in which to complete the project. The 129-day extension appears sufficient. The real delay involved the controller for 4th St. and Front. The controller had difficulty in passing the environmental requirements. It failed our tests February 10 and after review by the suppliers field service engineers was returned March 31, 1978 at their request. Salem received it back for testing June 8, 1978. It was later installed June 16. This delay was not a result of any price agreements which changed, modified or added work but would have been incurred regardless.

There was a late price agreement (P.A. 7) which modified the type of pedestrian head mounting brackets. This order was written and work performed prior to the installation of the controller. This order would not have caused delays over those incurred by the controller.

Any recourse for material delays is between the contractor and his supplier. No additional time related to material delays is recommended.

Time was charged from June 16 when the controller was installed and work completed until June 19 when the signal was turned on. Time should have stopped the 16th and it is recommended these three days be returned to the contractor.

There remains 73 days liquidated damages. A rough draft letter to the contractor is attached. FHWA approval is not required.

OBJ:fr
Att.
cc: Alfred Shirley, Jr.
William Maude
Robert Church

SEP 29 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

[illegible] (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 17, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 369 days to 445 days, within which to complete our Contract No. 8480, without the assessment of liquidated damages. The said contract is described as follows:
Central Ave. - 8th St., (Medford), traffic signals.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Changes to the poles, signal mounts and sign mounts delayed approved drawings getting to the suppliers. Our previous request for extension was predicated on the estimated delivery of materials to us. We did not receive the mastarms for pole #1 and 17 until 3/17/78. We did not get the last controller until 6/16/78; we installed it 6/16/78 and it was put into service 6/19/78.

Respectfully submitted,

Sims Electric of Medford, Inc.
Contractor

By C. W. Wakefield
C. W. Wakefield Sec.

CONSENT OF SURETY

Date July 17, 1978

We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Floy E. Snider
Floy E. Snider Attorney-in-fact
[illegible] INC.
Floy E. Snider
BY Floy E. Snider Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8480 Contractor Sims Electric of Medford Inc.

Highway FAU 2431 & 2441 (4th. St. & Front St.)

Section Central Ave.-8th. St. (Medford)

Kind of Work Grading, Paving, Signing and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A three-day extension is hereby granted for additional time charged after work was completed.

See attached letter

Recommended for Approval:

Regional Engineer

E. B. Richmond
For
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8480
Project designation (State-Federal)	Federal
Date awarded	Feb. 28, 1977
Work started	Dec. 16, 1977
Per cent completed (Date)	100 % June 19, 1978
No. of Workdays Allowed	369
No. of Workdays Used	445
No. of Added Workdays Requested	76

SP*67065-734

8480

September 28, 1978

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8480 awarded to Sims Electric of Medford, Inc. for work on the Central Ave.-8th Street Section in Medford, Jackson County was completed on June 19, 1978, and accepted by the State Highway Engineer on September 26, 1978.

Final payment in the amount of $500 will be released to the contractor after October 3, 1978. The total contract amount is $131,202.48. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

cc: Sims Electric of Medford, Inc.
29 West Main Street
Medford, OR 97501

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

TO: W. H. Tebeau, Manager
Operations Planning Section

DATE: September 12, 1978

WL Cranford

FROM: W. L. Cranford
Urban Studies Supervisor

SUBJECT: FHWA Denial of Urban Funds Use for
Medford-Front Street Study

I have not been asked to comment (and it may be too late), but I note a recent Commission action related to the Central-Front move Study in Medford. It appears that the FHWA advised that it was appropriate for the study to be accomplished under the Bear Creek Area Transportation Study (BCATS) presumably using HPR funds. I believe that the Commission withdrew the request to use Urban System Funds.

The situation is this: The BCATS Study is dormant and has no money budgeted. We do have a biennial $80,000 HPR budget for small urban areas, which we have used for work in the Medford area and other places. This budgeted fund is too small to cover the requests being received from our Regions and Sections for work.

Therefore, when the City of Medford wanted us to do the study (we have no proposed project and no reason to initiate such a study) Region 3 said that we didn't have sufficient HPR funds, but that we would do it if the City was willing to spend their Urban Funds. The City was agreeable.

The FHWA response may be subject to argument and change. Otherwise ODOT is being forced to spend up to $5000 in HPR funds to study what is strictly a city proposed project.

You may want to pursue getting this matter reopened with the view of saving HPR funds for other purposes.

WLC:dpy

cc: A. E. Shirley
D. E. Swan

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
SEP 1[illegible] 1978

File: PM FA
TAA ______ LG OP

81-125-1387

Form 81-734-1384 (9-77)

8480

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name Central Avenue-Eighth Street (Medford)				Contract No. 8480
Highway FAU 2441 & 2431 4th & Front St.			County Jackson	Prefix No. 315-1090
Contract Time Elapsed 185 %	Contract Work Completed 100 %	Contract Work Quality Good	Contract Work Progress Complete	F.A. Project No. M-2441(1)
Inspection date July 11, 1978		By James Gix		
In company with Don Mundlin, City of Medford				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Found project to be in operation and completed to a very pleasing overall appearance for a signal rework project. Foundation and curb work was good. Poles were set and furnished in excellent position. This is an outstanding improvement to city signal system.

W

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NA Date opened to traffic or in operation
June 19, 1978 Date of Second Notification
NA Date Contractor's notice for semi-final inspection received
June 19, 1978 Date Contractor removed equipment, plant, etc.
August 15, 1978 Estimated submittal date of semi-final estimate
7-11-78 Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed
Title Regional Construction Engineer

N M

PROJECT MANAGEMENT
PME ☐
[✓ LGE ☐]
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUL 1 1978
TAA
File: PM FA
LG OP

8480 2

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CENTRAL AVENUE-8TH ST (MEDFORD)

WEEK ENDING: June 24, 1978

SECTION PREFIX: 315-1090

HIGHWAY: FAU 2441 & 2431

COUNTY: Jackson

NAME OF JOB: Central Ave-8th St (Medford)

KIND OF WORK: Traffic Signals

CONTRACTOR: Sims Electric of Medford, Inc.

CONTRACT NUMBER: 8480

FEDERAL AID PROJECT NUMBER: M-2441(1)

DATE OF CONTRACT: February 28, 1977

DATE WORK STARTED: December 16, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 240

WORK DAYS USED:

CALENDAR DAYS USED: 445

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 185

PROJECT AUTHORIZATION: $158,436.63

EXCLUSIVE OF ENGINEERING: $145,873.38

ENGINEERING AUTHORIZATION: $12,563.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $145,873.38

ENGINEERING COST TO DATE: $13,261.99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 106 %

DATE PROJECT WAS COMPLETED: June 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 panel truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Fair	1		
MONDAY	19	Fair	1		
TUESDAY	20	Fair	0		
WEDNESDAY	21	Fair	0		
THURSDAY	22	Fair	0		
FRIDAY	23	Fair	0		
SATURDAY	24	Fair	0		

RECEIVED
JUN 26 1978
CONSTRUCTION BRANCH

Keasey K
Jackmond g
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Two men from Sims Electric on the project finalizing the remaining controller for the signal turn on.
TUESDAY	Project Completed
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The signals were turned on Monday, June 19, 1978. Calendar day count was stopped on that date. The only work remaining is replacing part of a sign which was damaged. Work has begun on the semi-final estimate and no further weekly reports will be submitted on this project.

SIGNED Wm. Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8480

November 30, 1977

Sims Electric of Medford, Inc.
29 W. Main Street
Post Office Box 1430
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8480 for work on Central Avenue-8th Street (Medford) in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 129 days is granted because of changes imposed after the contract time started (Price Agreement No. 1).

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:ia

bc C. T. Kassey
Alfred Shirley, Jr.
Robert Church
William Maude
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 29, 1977

FILE: CON 5 #8480

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Central Ave.-8th St. (Medford)
Contract No. 8480
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Herewith a request from Sims Electric requesting a 129-day extension of this contract time because of changes imposed after the contract time started. This is an Urban Federal-aid project which makes changes in signals, signing or illumination at five intersections and with a contract amount of $132,091.75. Some pertinent dates are:

Day count start	4- 1-77	(240 calendar days allowed)
P.A. 1 approved	6-17	
Contract time expired	11-26	Liquidated damages accrue at $100 per day.

Many changes were requested by the City of Medford which were incorporated in Price Agreement No. 1. There have since been three additional more minor price agreements relating to signing and pedestrian signal mounting.

The contractor's arithmetic in deriving his 129 days requested is not readily apparent. It seems to be based on an optimistic theoretical submission of pole drawings. I believe a three-month extension would be more realistic. This would be from April 1 to July 1. This was the date the contractor released his revised order to the pole supplier and would amount to 91 days. This would extend to about February 25, 1978.

We note the contractor states that poles are expected to be delivered about January 12. There could be some weather delay in the installation work with the poles arriving that time of year, so it would be reasonable to add some additional time for this factor. Another month brings us very close to the contractor's request which the Region recommends. I therefore concur in the 129-day extension as requested. Since this is due to price agreement changes in the work, it can be granted participating under delegated authority.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church
James Gix

E-326 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Octpber 31, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 369 days, within which to complete our Contract No. 8480, without the assessment of liquidated damages. The said contract is described as follows: Central Ave. - 8th St.,(Medford), traffic signals.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Changes to the poles and signal mounts and sign mounts delayed approved drawings getting to the suppliers. The pole supplier did not get final approval until 9/8/77 (161 days after start of contract time) as documented with other material sent to Mr. Maude 10/25/77. They quote shipment on poles which should put them here about 1/12/78. Since most of the poles are located on busy downtown street sidewalks we cannot install the bases much in advance of the time the poles will be set.

Respectfully submitted,

Sims Electric of Medford, Inc.
Contractor

By C. W. Wakefield
C. W. Wakefield Sec.

CONSENT OF SURETY

Date November 9, 1977

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. K. Bailey
Attorney-in-fact

J. K. Bailey
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 129-day extension of contract time because of changes imposed after the contract time started, (Price Agreement No. 1).

Recommended for Approval:

....
Regional Engineer.

....
Construction Engineer or ~~Bridge Engineer~~

....
State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*67085-734

8480 15

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-170	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 4-21-77	State Oregon County Jackson Project No. M-2441(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Central Ave.-8th Street (Medford)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-11-75	0.00
RIGHTS-OF-WAY	11-8-76	0.00
CONSTRUCTION	2-2-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 78.20%

ESTIMATED TOTAL COST OF PROJECT $169,151	FEDERAL FUNDS $ 132,463

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 21 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 15, 1977

Federal-Aid Project
No. M-2441(1)

Central Ave.-8th St. (Medford)
FAUS 2441 (Front Street)
Jackson County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 17,500.00

Type Code ROW

Right of Way	All Required		2,500.00

Type Code Y031
Traffic Signals (4th St. to 8th St.)

Temporary Protection and Direction of Traffic	All Required		2,250.00
Temporary Signs	215 sq.ft.	4.25	913.75
Flagmen	120 hour	16.50	1,980.00
Miscellaneous Street Work	All Required		4,000.00
Removal of Existing Sign Installation	All Required		325.00
Wood Sign Posts	All Required		200.00
Signal Pole Mounts	All Required		1,400.00
Type "T" Signs in Place	55 sq.ft.	12.00	660.00
Type "U" Signs in Place	200 sq.ft.	13.00	2,600.00
Traffic Signal Installation, Complete	All Required		117,763.00
			$132,091.75

Anticipated Items

Railroad Protective Cost	All Required		$ 1,000.00
Permanent Pavement Striping (S.F.)	All Required		2,500.00
			$ 3,500.00
	Subtotal		$135,591.75
	Engineering		13,559.25
	Total		$149,151.00

Length of Project - - - - - - - - - - - 0.00 Mile

Retained in Program Status
(Not included in totals below)

Remove Pavement Striping (Exist. & Temp.)	All Required	$ 2,500.00
Medford Water Commission	All Required	500.00
Remove Street Light Poles	All Required	1,000.00

SUMMARY OF FUNDS (78.2%)

Description		Total Cost	Federal Funds	State Funds	County Funds
P.E.		$ 17,500.00	$ 13,684.00	$ 1,908.00	$ 1,908.00
Right of Way		2,500.00	2,144.00	178.00	178.00
Traffic Signals		149,151.00	116,635.00	16,258.00	16,258.00
	Total	$169,151.00	$132,463.00	$18,344.00	$18,344.00

Group 1	100%
Contract No.	8480
Prefix Nos.	315-1090 315-1931 315-2518

8480

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Medford
City Hall
Medford, Oregon 97501

Attention of Mr. Robert Kortt
Traffic Engineer

Request No. (assigned by staff engineer or head of division) cc-1720

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $17,450.00

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for signals on Central Ave.-8th St. Section (FAU 2431) in Medford. Covered by Agreement No. 5464.		12,950.00
		Amount to be Retained		$ 4,500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $17,450.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 315-1090-295

Submitted by: L. Hildebrandt
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

rm 81-734-1108

8480

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8480

Order No. 2

Section Central Ave-8th St (Medford)

Date March 29, 1977

Highway FAU 2431 & 2441 (4th & Front st)

F.A.P. No. M-2441(1)

County Jackson

Prefix 315-1090

Account No.

Description of Work To Be Done:

Remove Pavement Striping (Existing and Temporary)

Location by Station Numbers:

Throughout the project

Estimate of Quantities and Costs:

Labor, Equipment & Supplies $2,500.00

Explanation: This item is anticipated and provided for in the project authorization. State forces are equipped to perform the work. Payment will be on a cost basis at the time of billing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$158,436.63
Present estimate of project cost, including $2,500.00 for work under this order	$158,436.63
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Wm H. Maude Wm. H. Maude
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved: C V Keasey
Construction Engineer
4-1-77

SP*79602-734

Rulien

ROBERT W. STRAUS
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~

PRO 6
MAI

March 21, 1977

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of March 18, 1977, transmitting Check No. 004752 dated 3/17/77 in the amount of $18,450.

This check, as you explained, covers the requested advance deposit of $17,450 for the city's FAUS Project No. M-2441(1) Central Ave.-8th Street Section on 4th Street and Front Street, and 50% or $1000 of a cooperative $2000 maintenance force project at Central Ave. at Boyd Street. ✓

By a copy of this letter, your check is being forwarded to Mr. Skoog, Controller, for routine handling. A form AD-267 is attached pertaining to the FAUS project and an Order to Render Service for the maintenance project.

Our Salem office was advised this date by telephone that the advance deposit had been received. The FAUS contract will be awarded this date.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
V.E. Skoog
George Thornton
Bill Maude

PROJECT MANAGEMENT
MAR 22 '77
REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
D.E. [illegible]

✓

NOTED
MAINOR C. HOLMES

Don H.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

March 18, 1977

Mr. Glen L. Clark
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Subject: 1. FAUS-Central Avenue, 8th Street (Medford) Section
Project No. M-2441(1)

315-1090
$17,450

2. Minor Betterment Project - Central and Boyd Street
Medford

7894-199-39
$1000

Dear Mr. Clark:

Enclosed herewith is a City of Medford check for $18,450.00. This represents the City's advance deposit (11%) of the total cost of Project No. M-2441(1) in the amount of $17,450, as well as 1/2 of the estimated cost for the Minor Betterment Project to remove a portion of the curb and widen Central at Boyd Street in the amount of $1,000.00.

If there are any questions or comments, please advise.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf
Atch.

CITY OF MEDFORD
OREGON

THE CITY OF MEDFORD

MEDFORD, OREGON

No. 004752 C

96-1
1232

DATE 3/17/77

PAY REGISTERED R5721336 $18450 and 00 cts

AMOUNT 18,450.00

TO THE ORDER OF

613000.00 OREGON STATE HIGHWAY DIVISION
405 STATE HIGHWAY BLDG.
SALEM, OR 97310

MAYOR
Albert H. Densmore

Emil H. Kirkham
RECORDER

⑈004752⑈ ⑆1232⑉0186⑆ 3 418⑈

CRATER NATIONAL BANK • MEDFORD, OREGON

PLEASE DETACH THIS PORTION BEFORE CASHING

TRANSACTION DATE	TRANSACTION NUMBER	INVOICE NUMBER	ACCOUNT NUMBER	AMOUNT
3/16/77	125		1343E261-511-	$ 1,000.00
3/16/77	344		4343E191-513-	$ 17,450.00

THE CITY OF MEDFORD MEDFORD, OREGON

$ 18,450.00
AMOUNT OF CHECK

No. 004752 C

Form E-160—334—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Medford

Medford, Oregon

By: Robert Kortt

Traffic Engineer
(Official Capacity)

Order No. 1 3-103

Date March 14, 1977

Prefix and account number to which work is to be charged 7894-199-39

Description and Location of Work To Be Performed or Materials To Be Furnished:

Minor street improvement project at Central and Boyd st.

Removal of tree, old curb and gutter, excavation, new pavement, and construct new curb and gutter.

Estimate of Quantities and Cost

$2000.000

This is a cooperative project to be shared in equal amounts between the City and State.

Basis of Payment:
- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 1000.00

Deposit received by Secretary on

Authority from Requisitionist:
- ☐ Agreement dated
- TT ☒ Letter to George Thornton, date 3-8-77
- ☐ Oral request to , date

Department Authority:
- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☐ Head of department issuing order

Field information submitted by City of Medford in letter dated

Expected date of completion of work or delivery of materials 3-25-77

Superintendent or engineer responsible for performance of work and submission of information for billing George T. Thornton

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Maintenance Department

Signed George T. Thornton

District Engr.

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

8480

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILES

DATE: March 9, 1977
1 p.m.

FROM: C. W. Head
Manager, Commission Services

SUBJECT: C.H.

Mr. Waqar H. Saiyed and Mr. Lyle Speer of L. K. Comstock & Company, Inc. met with Ed Hunter, Jack Sollis and Cecil Head in Mr. Hunter's Office concerning Comstock's proposal submitted on February 24, 1977, on the Central Avenue-8th Street (Medford) Section in Jackson County.

The Department notified the contractor by letter dated March 2, 1977 (copy of letter in General Files) that they failed to comply with Federal regulations relative to minority business enterprises in that they did not have the required documentation relative to soliciting sub-contract bids from minority business enterprises. The bid was rejected and the contract was awarded to the second low bidder.

Mr. Saiyed and Mr. Speer viewed their company's proposal and indicated that their office man had filled out the form. There was discussion concerning the certification sheet. Mr. Hunter commented if a contractor does intend to sub-contract a portion of the work, he should list the person or persons names he contacted on the sheets provided in the proposal. Also, if he tried to contact a sub-contractor by phone or letter and if he received no response, he should list the name or names on the form indicating no response. Mr. Hunter showed Mr. Saiyed and Mr. Speer two proposals filled out by other contractors so they could see first hand the proper way to complete these forms.

There was also discussion pertaining to the "Minority Business Enterprises in Federal Aid Highway Construction" which is bound with the Special Provisions.

The meeting lasted approximately 30 minutes.

CWH:kkr

cc: Ed Hunter
Jack Sollis

PROJECT MANAGEMENT
MAR 3 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

March 2, 1977

L. K. Comstock & Company, Inc.
136 West 9th
Albany, OR 97321

Gentlemen:

In reviewing your bid proposal submitted February 24, 1977, on the Central Avenue-8th Street (Medford) Section of FAU 2431 and 2441 (4th St. and Front St.) in Medford, you certified that you intend to subcontract a portion of the work. However, you failed to comply with Federal regulations relative to minority business enterprises in that you do not have the required documentation relative to soliciting subcontract bids from minority business enterprises.

The Special Provisions are explicit regarding solicitation of subcontract quotes from minority business enterprises. The Special Provisions state that "if a bidder certifies that he does intend to subcontract a portion of the work he shall also certify that he has taken affirmative action to seek out and consider minority business enterprises as potential subcontractors." A copy of the current list of minority business enterprises is also included.

On the advice of Legal Counsel, it has been determined that your bid is nonresponsive as you did not comply with the Special Provisions regarding minority business enterprises. The bid is, therefore, rejected and the contract will be awarded to the second low bidder.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

GC:dpy:CWH:sr

bc H. S. Coulter
E. S. Hunter
L. W. Rulien ✓
Walt Barrie
C. T. Keasey
L. E. George
Robert Church
Walt Hart - Bridge
A. Shirley
William Maude

HA - FEED
B

March 1, 1977

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
411 N. 8th Street
Medford, OR 97501

Dear Mr. Kortt:

On February 24, 1977 a satisfactory bid was received from Sims Electric of Medford, Inc., 29 W. Main, P.O. Box 1430, Medford, Oregon 97501, for signals on Central Avenue-8th St. Section, (FAU 2431.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$132,091.75
Additional Anticipated Items:	
Railroad Protective Costs	1,000.00
Permanent Pavement Striping	2,500.00
Remove Pavement Striping Existing and Temporary	2,500.00
Adjust Utilities:	
Medford Water Commission	500.00
Remove Street Light Poles	1,000.00
Contingencies (4-1/2%)	6,281.63
Engineering (9%)	12,563.25
Estimated Total Cost	$158,436.63
~~County's~~ City's Advance Deposit (11%)	$17,450.00

Please make your check in the amount of $17,450 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, P.O. Box 1128, Roseburg, Oregon 97470.

Very truly yours,

Robert H. Prange
Local Projects Manager
Local Government Programs Unit

RHP/FFH:dpy

bc: w/att: Glen Clark - Upon receipt of ~~county~~ Citys's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-267 and submit to Finance Branch.

✓ NOTED
MAINOR C. HOLMES

8480

Medford

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/76

Donald L Rout

2-24-77 Bid Letting ____________ All Clear Deadline

SECTION Central Ave - 8th St. (Medford)

Highway FAUS 715, 2431, 2441

County Jackson Region 3

Type of Work C.P. Sigs Funds ____

State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒				☒	
Negative Declaration	☒				☒	
Project Assessment		☒			☒	Statewide
Write-off Letter	☒				☒	
PERMITS:						
Division of State Lands	☒				☒	
D.O.G.M.I.	☒				☒	
Corps of Engineers	☒				☒	
Coast Guard	☒				☒	
Co. Conditional Use	☒				☒	
NPS Air Pollution	☒				☒	
NPS Water Pollution	☒				☒	
CULTURAL:						
Cultural Survey	☒				☒	
Cultural Salvage	☒				☒	
NOISE:						
Noise Study	☒				☒	Clear Nov '76 Report

Medford
FAMS

2-17-77

FOURTH STREET TRUCK ROUTE

Approved for Closing

CITY OF MEDFORD

48847	Cantrall, Dorothy I. Approved February 4, 1977	$ 800.00

RECEIVED
FEB 17 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8440 2-2-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/~~OR AU~~THORIZATION

FEDERAL AID PROJECT NO.
M-2441(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-52 & 70408

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
FEB 28 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-2-77	2-2-77	FAU 2441
		STATE ROUTE NUMBER City St.

GENERAL LOCATION:
"Central Avenue - 8th Ave. (Medford) Section"

GENERAL DESCRIPTION OF WORK:
Paving, Illumination and Signals Code Y031 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Railroad Protective Services $1,000
Permanent Pavement Striping (SF) $2,500

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $142,173 - Federal Funds $121,983.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-77	G. K. Hossner	Dist. Engr. for Division Admin.

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Fred B. Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

Rulien fous

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

February 2, 1977

Dear Mr. Kortt:

As per your request earlier today, we have determined the current estimated cost of your FAUS Central Ave. - 8th Street (Medford) Section project No. M-2441(1).

The cost programmed with FHWA is $151,237.62 which includes engineering and contingencies.

Attached are copies of two letters which you indicated you had not received.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien ✓
L.E. George
George Thornton
Bill Maude

RECEIVED
FEB - 4 1977
COUNTY
✓ CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply
Requires Approval
Receiver Keep
Do not File
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Bring Up
Other

PROJECT MANAGEMENT
FEB - 4 '77
☐
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	
+						

BEN GIFFORD

Section Central Ave-8th S (Medford) Programming Estimate $ 151,000

Highway FAU 2431 & 2441 (4th St & Front St) Project Length —

1-18-77

County Jackson Completion Time 240 calendar days

Kind of Work Grading, Paving, Signing & Signals

Prefix 315-1931- FA Project No. M-2441(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 125,749^00

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	1,000^00	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,500^00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)	2,500^00	
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 7,500^00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Medford Water Commission	500^00	
Remove Street Light Poles	1000^00	
Misc. Permit Fees		
		$ 133,249^00
Contingencies (4-1/2%)		5,996^21
Engineering (9 %)		11,992^41
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 151,237^62

APPROVED

Road Design Engineer

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 18 1977
COUNTY
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Other

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 18 Jan 77

Section Central Ave - 8th St (Medford)
County Jackson

Kind Of Work Grading, Paving, Signing & Signals
Length -
Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2,000.00
2.	Temporary Signs		Sq. Ft.	215	6.00	1,290.00
3	Flagmen		Hour	120	16.00	1,920.00
4	Miscellaneous Street Work		Lump Sum	All	Lump Sum	3,000.00
	SIGNING					
5	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	350.00
6	Wood Sign Posts		Lump Sum	All	Lump Sum	662.00
7	Signal Pole Mounts		Lump Sum	All	Lump Sum	1,995.00
8	Type "T" Signs in Place		Sq. Ft.	55	8.00	440.00
9	Type "U" Signs in Place		Sq. Ft.	200	11.00	2,200.00
	SIGNALS					
10	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	111,892.00
	TOTAL					125,749.00

8480

Medford

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

December ~~20~~ 29, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: Central Avenue - 8th Street (Medford) Section
FAU 2431 $ 2441 (4th Street and Front Street)

Gentlemen:

Returned herewith is one copy of preliminary plans for FAUS project, Central Avenue - 8th Street (Medford) section, 4th Street and Front Street. Two sets of plans were received by the City on December 16, 1976, under cover of your letter of December 15, 1976.

These plans are not approved by the City. The plans appear to be a resubmittal of the same plans rejected earlier by the City in September, 1976.

Our letter of October 5, 1976, outlined substantial modifications which we feel should be considered before advertising this project for bid. Subsequent to that, we received your letter of October 11, 1976, indicating the changes we recommended seemed reasonable. You will recall your letter of October 5, 1976, followed an earlier meeting we held on the project site. Our letter of November 2, 1976, to Mr. Bill Zerbes, requested that Mercury Vapor luminaires be changed to Sodium Vapor luminaires since the project was going to be delayed anyway.

We feel the changes we recommended should be given some consideration prior to advertising this project.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf

CC: L. E. George
George Thornton
Duane Scroggins
L. W. Rulien
Bill Maude

Wrong plans were submitted by Clark.
Revised plans have been submitted to
City with all revisions as requested
12-29-76
J.W.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 23 1976
COUNTY
CITY
UNIT

Requires Reply
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Receiver Keep
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PROJECT MANAGEMENT
DEC 23 '76
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2 Versteeg ✓
Olson
1 Christensen DOC
Scott
3 Swenson
Savage
Trout

RECEIVED
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Other

8480 11-8-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-2441(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-52 & 70408

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-8-76	FAU 2441	City Street

GENERAL LOCATION:
"Central Ave. - 8th Ave. (Medford) Section"

GENERAL DESCRIPTION OF WORK:
Program Change, preliminary engineering and acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $5,000 - FF $3,900
☒ OTHER (Specify) Program Change
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-1-76 memorandum, I approve the program change adding Right of Way phase of work to program Item 70408.

Also, as requested, you are authorized to proceed with the actual acquisition of File #48847 - Cantrall at a total estimated cost of $1,000 - Federal funds $780. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-000

9480

15

PRO-6-2

November 1, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. M-2441(1)
Central Avenue-8th Street Medford Section

Enclosed is data pertaining to the publishing of an offer for a public hearing on the subject project for which no requests for a hearing were received.

We request the following:

(1) Authorization to proceed with the phase of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $5,000 with on obligation of $3,900 in federal funds.

(2) Minor program change to item no. 70408 of part 2 of the annual program to include the right of way phase of work.

(3) Authorization to proceed with the actual acquisition of file 48847 which is required as right of way on the subject project at an estimated total cost of $1,000 with an obligation $780 in federal funds. The property to be acquired is as outlined in red on the enclosed sketch map.

CL:re

cc: B. L. Gifford
J. R. Oakes
D. E. Swan
F. Lowe

Rulien FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

October 18, 1976

Mr. Robert Kortt
Traffic Engineer
City of Medford
Medford City Hall
Medford, OR 97501

Dear Mr. Kortt:

Attached are two copies of a required Right-of-Way Certificate for your FAUS Project No. M-2441(1) which must be executed by the Mayor and the City Recorder upon completion of the right-of-way acquisition at Central and Fourth. This Certificate pertains to the entire project, however, and not just the new taking at Fourth and Central.

Return one signed copy to this office when completed.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien✓
George Thornton
Virgil Wilson
Bill Maude

PROJECT MANAGEMENT

OCT 20 '76

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

RECEIVED
COUNTY & CITY SECTION
OCT 21 1976

☐ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

8480

Medford

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE October 13, 1976

TO L. W. Rulien
Program Management Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT November 18, 1976 Bid Letting
Project M-2441(1)
Central Avenue-8th Street
Medford
Jackson County

We have been informed that this project is not clear due to the acquisition of one file. Please reschedule for the December Letting.

It is our understanding that this acquisition was held up while a decision was made in regard to a concrete plant~~o~~er.

File 48847 Subm. to R/W Jan. 13, 1976.

JRO:ha
cc: C. G. Swenson

1 Versteeg ✓
Olson
Ag Copy Christensen
2 Scott
3 Swenson
Savege
Copy 4 Trout

RECEIVED
OCT 14 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up. /
Other

Rulien FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

Mr. Robert D. Kortt
City Traffic Engineer
Public Works Department
Medford City Hall
Medford, OR 97501

October 11, 1976

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Dear Mr. Kortt:

This will acknowledge your letter of October 5, 1976, containing your review of the Central Ave.-8th Street FAUS Project No. M2441(1) traversing Fourth and Front Streets in Medford.

After reviewing this project with you in the field, the list of changes seem reasonable. By a copy of this letter, I am asking Mr. Grassman, Region Design Engineer, and Mr. Osborn, Region Traffic Engineer, to review the original application to determine the areas upon which parking must remain and to develop a striping plan. When this is completed, the resulting changes in signal heads, etc., can be accomplished.

The file was searched and no explanation was evident for deleting the signing. By a copy of this letter, I am asking Mr. Osborn to review your suggestions and to provide guidance to our Salem Office for revision of the plans.

You will be afforded a second opportunity to review the plans when revised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
L.E. George
George Thornton
Kipp Osborn
John Grassman
Bill Maude

PROJECT MANAGEMENT

OCT 13 '76

REFER TO: [illegible]

FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

October 5, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: Traffic Signal Installation
Central Avenue - 8th Street
FAU 2431 & 2441 (4th and Front)

Gentlemen:

The City has reviewed the preliminary plans for the above project. The following comments are hereby submitted:

1. Preliminary plans show no striping or channelization plan for Front Street from 4th Street to 8th Street. Some striping is shown at signalized intersections; however, there may be some problems. The signal plan for 4th and Front shows centerline offset on Front Street south of 4th Street. On project application, all existing parking will remain on east side of Front from 4th to 8th except between 6th and Main, which will be removed.

2. Guide signing was deleted from this project. Original application had indicated cantilever and ground-mounted guide signs. Request a review of "Truck Route" and Route 238 signing be reviewed prior to the award of contract to determine if some signing may be included.

3. City plans to do all the pavement striping which is scheduled to be revised. Request contractor be required to remove existing centerline on Front from 4th to 6th and from Main to 8th, and that double yellow median striping be removed on Front between 6th and Main.

4. City requests that all existing material and hardware now in service be delivered to the City when removed from service by contractor. Delivery should be to City Service Center, Traffic Dept., 821 N. Columbus, Medford.

5. Request all steel poles used on this project be hot dipped galvanized.

6. 4th and Central, Pole No. 1 - Remove internally illuminated "one-way" sign. Two lane use control signs should be adequate.

7. 4th and Central, existing steel pole on southeast corner to be retained. However, pole should be modified as follows:

   (a) Remove existing internally illuminated "one-way" sign and install two internally illuminated lane use control signs to be consistent with new pole installation (Pole No. 1).

   (b) Two existing 400 watt, mercury vapor luminaires (NW & SE corners) are owned and maintained by PP&L. PP&L will remove these units when called on to do so.

   Since new luminaire on Pole No. 1 will be owned and maintained by the City, a circuit breaker will be required along with unmetered 240 volt circuit and service.

   The City will install a new 400 watt luminaire on the pole on the SE corner when this change occurs so that both luminaires at this intersection with be City-owned.

8. 4th and Central, Pole No. 1 - Increase luminaire mast arm length from 6' to 8' to gain luminaire placement approximately over curb line.

9. 4th and Central, Pedestrian Signals -

   (a) Controller needs to be modified for "flashing" "Don't Walk" signals.

   (b) Since the distance from the near curb line (NW corner) to pedestrian signal heads on NE and SW corners is over 60'0", 12" pedestrian signal heads should be specified.

10. 4th and Central: Landscaping, NW corner - This is the corner where we have obtained a small amount of right-of-way to facilitate increasing curb radius from 25' to 40'. Some question has come up regarding landscaping. The City requests that the new island constructed on private property be landscaped consistent with present landscaping or that owner be reimbursed for the cost of landscaping the new island area when it is completed.

11. 4th and Front Street Intersection: Traffic signals at this intersection should be revised to reflect four lanes over railroad crossing on 4th Street. Two lanes westbound and two eastbound. Since this application was submitted, the City has agreed to widen 4th Street between Fir and Front over the railroad crossing to four lanes. Widening will be on the North side of 4th from Front to Fir. Widening will result in 4th Street being 46'0" curb to curb from Front to Fir and will line up with existing

curb lines on 4th Street east of Front, which is presently 46'0" curb to curb from Front to Riverside.

Widening will require that Pole No. 2, NW corner 4th and Front, be relocated, and that signal phasing be revised. Request three phases. One phase westbound, one phase for eastbound and one for north and south.

The traffic signal installation at 4th and Front should be constructed in conjunction with the installation of crossing gates at the 4th Street crossing, and the widening of 4th Street from Front to Fir. The street cannot be widened without relocating the existing railroad crossing signal equipment. It seems almost mandatory that the street widening traffic signal installation, and new railroad crossing gates be scheduled at the same time.

A letter from the PUC office in Salem dated 10-1-76 has been received which indicates the Oregon State Highway Division has filed an amendment letter and drawings with the Commissioner (File No. SXF-789).

Widening 4th from Front to Fir will require that Pole No. 2A be relocated to the north. Request Pole be moved back away from curb to P/L.

12. 6th and Front Street: Poles Nos. 7 and 9 should have mast arm mounted OS/4R signs installed.

    Plans should show two steel light poles, one on SE corner and one on NW corner. Light poles are property of PP&L. Poles are served by underground series lighting circuit. PP&L poles and luminaires are to be removed as part of this project. City's prior arrangement with PP&L is that PP&L will remove their pole when asked to do so. Request contractor remove pole base and anchor bolts down 4" from top of sidewalk and pour new sidewalk over former pole base area as part of his work. PP&L has a junction box in the street they will use to splice lighting circuits.

13. Main and Front: Steel poles on NE and SW corners are property of PP&L. Poles have PP&L luminaires in service. Poles have City-owned signal span-wire attachments and other City-owned signal hardware mounted on them.

    Request contractor be required to remove existing span-wires and other signal hardware from poles. PP&L will remove these two poles when instructed to do so. Contractor will be required to remove existing pole bases and anchor bolts down 4" below top of sidewalk and install new sidewalk over pole base area.

Subject: Traffic Signal Installation, Central/8th

14. 8th and Front: Two light poles, NE and SW corners, are property of PP&L. PP&L will remove poles when instructed to do so. Contractor will be required to remove pole bases and anchor bolts down 4" from top of sidewalk and pour new sidewalk over old pole base area.

This completes our review of the preliminary plans. Since substantial modifications have been outlined, request that the City again review the plans after they have been revised.

We are available to meet with you here or in Roseburg or Salem at any time to resolve further questions regarding this project.

Thank you for your cooperation and service.

Yours very truly,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf

CC: George Thornton
Bill Maude

PROJECT MANAGEMENT
OCT 13 76
REFER TO Prange
FOR
☐ Info
☐ Investigate
☐ R/D
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☐ File
☐ Letter
☐ See me

Rutherford
FAUS

RECEIVED
COUNTY & CITY SECTION
OCT 14 1976
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
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PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501
TELEPHONE: (503) 776-7485

October 7, 1976

Mr. David J. Astle
Assistant Commissioner
Rail, Air, Marine Division
Public Utility Commission
Labor & Industries Building
Salem, Oregon 97310

Sandy — copy to Rulton and
L.E. Bunge and Maude.
Glen

Reference: File No. SXF 789

Dear Mr. Astle:

afety 203 Agree
4-7-75

On the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter a grade crossing of 4th Street and the tracks and right-of-way of Southern Pacific Transportation Company, Siskiyou Branch, in Medford, Jackson County, Oregon, by installing or modifying signal devices.

In regard to the letter of September 27, 1976, by the Oregon State Highway Division, please be advised as follows:

faus + part of
Front St
Truck Rte

(1) The preliminary signalization plans for traffic signals at 4th Street and Front Street in Medford (Drawing Nos. 4047 and 4048) have been reviewed by the City of Medford. The City has responded to Mr. Alfred Shirley, Jr., Regional Engineer, Region III, Oregon State Highway Division, indicating that the signalization plans should be revised. The plans should be revised to show 4th Street widened to four lanes across the railroad tracks from Front to Fir Streets.

(2) Reference is made to Paragraph two of the letter of January 22, 1976, from Mr. J. E. Chidsey of the Oregon State Highway Division to Mr. David Astle of the PUC. Subsequently, the City has agreed to widen 4th Street across the railroad tracks from Front to Fir.

(3) It would seem that the City's widening of 4th Street from Front to Fir, the installation of new signals at the intersection of 4th and Front, and the installation of crossing gates would have to be accomplished at about the same time. Widening of 4th Street prior to these changes would cause existing railroad warning devices to be relocated at a considerable expense, only to be removed again when new gates were installed.

Reference: File No. SXF 789

(4) The City will widen 4th Street and coordinate the widening with the installation of crossing gates and new signals at 4th and Front, which hopefully will occur at approximately the same time.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf

CC: Alfred Shirley, Jr.
~~J. E. Chidsey~~

Section *Central Ave - 8th St (Medford)* Programming Estimate $ *139,060*

FAUS

Highway *FAU 2431 & 2[illegible]41 (4th St & Front St)* Project Length *—*

County *Jackson* *10-7-76 (715)* Completion Time *240 calendar days*

Kind of Work *Grading, paving, signing & signals*

Prefix *315- 1931* FA Project No. *M-2441 (1)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ *116,397.00*

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	*1,000.00*	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	*1,200.00*	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ *5,700.00*
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	*3,000.00*	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Medford Water Commission	*500.00*	
Misc. Permit Fees		
		$ *122,097.00*
Contingencies (4-1/2%)		*5,494.37*
Engineering (*9* %)		*10,988.73*
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ *138,580.10*

APPROVED

Road Design Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

10-7-76
Estimate OK'd
by Glen Clark.

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 21 Sept 76

Section Central Ave - 8th St (Medford)

County Jackson

Kind Of Work Grading, paving, signing & signals

Length —

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2,000^{00}
2	Temporary Signs		Sq. Ft.	215	6^{00}	1,290^{00}
3	Flagmen		Hour	120	16^{00}	1,920^{00}
4	Miscellaneous Street Work		Lump Sum	All	Lump Sum	3,000^{00}
	SIGNING					
5	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	560^{00}
6	Wood Sign Posts		Lump Sum	All	Lump Sum	590^{00}
7	Type "F" Signs in Place		Sq. Ft.	55	9^{00}	495^{00}
	SIGNALS					
8	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	106,542^{00}
	TOTAL					116,397^{00}

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8480

Medford
J. Grassman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7

Roseburg, Oregon
May 12, 1976

Original Signed by
KIPP D. OSBORN
Regional Traffic Engr.

FROM: KIPP D. OSBORN
Regional Traffic Engineer

TO: L.E. George
Traffic Engineer

SUBJECT: Preliminary Traffic Signal Design
Fourth Street-Front Street
Truck Route - Medford
FAUS Project
Prefix ~~215-1931~~
315-1931

Attached is one copy of the preliminary traffic signal design for the subject FAUS Project. Also included are the field notes used in preparation of the base map.

Incorporated in the project, besides signalization are the curb return radius improvement, parking prohibition, illumination and channelization revisions as described in the City's Project Request.

This office does not concur with the proposed centerline offset on Front Street at Main Street. However, the City attempted to prohibit parking on the easterly side of Front but was unsuccessful.

It should be noted that the three steel strain poles (proposed for retention) at the intersection of Main and Front Streets may have to be redesigned due to increased loads. Also, all salvagable material should be delivered to the City Service Center located at Columbus and McAndrews Streets as per their request.

If there are any questions concerning these matters, please contact this office.

[illegible]
5-18-76

REFERRED TO

Beard	Reed
Cole	✓ Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAY 18 1976
LOCATION SECTION

FC/slc

Encl.

cc: John Grassman ✓

cc: FRANK TERPIN W/Encl. ✓
Attn: P. Carstensen

Detail map and location data has been submitted to Traffic Section per this transmittal. Right-of-way taking has been assigned file no. 48847 (1R-4-592).

John

Rulien

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 25, 1975

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

RECEIVED
COUNTY & CITY SECTION
DEC 1 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Dear Mr. Kortt:

This will acknowledge your letter dated November 11, 1975, and Mr. Bodenstab's letter of November 14, 1975, transmitting advance deposits of $588.00 for preliminary engineering for the Central Avenue-Eighth Street (Medford) section of Fourth Street and Front Street (FAU 2431 and FAU 2441) and $1,498.00 for the city's share of the Barnett railroad signal project RRP-000S(1).

The single check, No. 3569T dated November 19, 1975, in the amount of $2,086.00 was received. By a copy of this letter, the check is being forwarded to Mr. V. E. Skoog, Controller, Salem, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
V. E. Skoog
William Maude
George Thornton

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
DEV. ENGR.		
OFFICE ENGR.		
COUNTY CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

NOV 26 1975

REMARKS:

faus
Medford

PREFIX 315-1931

LOCATION PROSPECTUS
FOURTH STREET-FRONT STREET TRUCK ROUTE (MEDFORD)
FOURTH AND FRONT STREETS (FAU 2431 and 2441)
JACKSON COUNTY

11-21-75

HIGHWAY: Fourth and Front Streets (city streets). FAU 2431 and 2441.

TERMINI: Fourth and Central to Eighth and Front.

LENGTH: 0.33 miles.

NARRATIVE: This survey is requested to prepare plans, specifications and estimates for signalization, signalization revision, illumination, channelization and turning radius improvement. This is a Federal-aid Urban System project requested by the City of Medford.

CHARACTERISTICS: Fourth Street ADT: 10,400. Front Street ADT: 5,000.

TYPICAL SECTION: No change in curb to curb width, striping to be revised to accommodate left turn movements.

BASE DESIGN: Base design required only at improved turning radius on Fourth and Central. Design to be determined.

ACCESS: Limited to location.

STRUCTURES: None.

MATERIAL SOURCE: Commercial.

ADD'L FACILITIES: Various utilities.

AGREEMENTS: Utility adjustments may be necessary. Agreements with the City of Medford will be required. completed 10/3/95

PARKS: None.

November 21, 1975
Attachment

cc Federal Highway Administration (3)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
J.H. Versteeg
J.M. Cartwright (3)
B.L. Gifford
A.D. Olson
J.A. Rowland
D.E. Swan
F.E. Terpin
A.L. Shirley (6)
R.L. Schroeder
L.E. George
C.T. Keasey
L.W. Rulien
V.D. Wolfe
H.S. Cox (2)
Gary Potter
R.E. Olson
R.E. Royer
C.G. Swenson
F.W. Yarbrough (3)

RECEIVED
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NOV 24 1975
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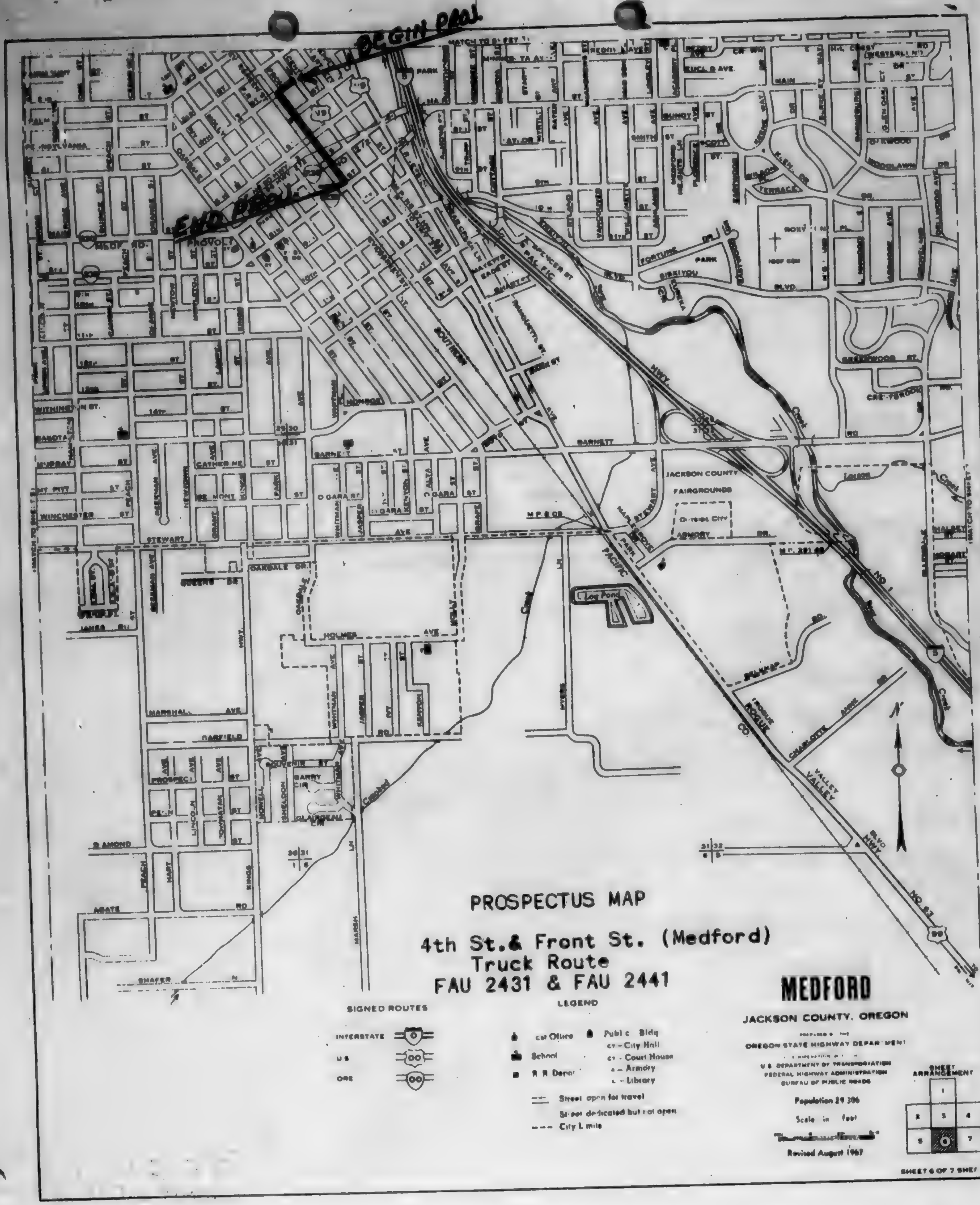
☑ OPE ☒ CE ☐ RE ☐ RPE ☐



BEGIN PROJ
END PROJ
MATCH TO SHEET 3
PARK
MAIN
EUCLID AVE.
PROVOLT
MEDFORD
BARNETT
JACKSON COUNTY
FAIRGROUNDS
ARMORY
STEWART
AVE
SOUTHERN
PACIFIC
HWY.
NO. 1
SISKIYOU
BLVD.
FORTUNE
GREENWOOD ST.
CRESTBROOK
WITHINGTON ST.
DAKOTA
MURRAY
MT PITT
WINCHESTER
CATHERINE
O GARA ST
GARFIELD
MARSHALL AVE.
PROSPECT AVE
DIAMOND
AGATE RD
SHAFER LN
HOLMES AVE
QUEENS DR
GARDALE DR
SOUVENIR
BARRY CIR
CLAIRDEAU CIR
Log Pond
M.P. 8.09
M.P. 281.85
CHARLOTTE ANNE
ROGUE VALLEY BLVD. HWY.
NO. 63
99
5
Creek
MARSH
KINGS
PEACH
HART
N
MATCH TO SHEET 5
MATCH TO SHEET 7

PROSPECTUS MAP

4th St.& Front St. (Medford)
Truck Route
FAU 2431 & FAU 2441

SIGNED ROUTES

INTERSTATE
US
ORE

LEGEND

Post Office
School
R R Depot
Public Bldg
CY - City Hall
CT - Court House
A - Armory
L - Library
Street open for travel
Street dedicated but not open
City Limits

MEDFORD

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 29 306

Scale in Feet

Revised August 1967

SHEET ARRANGEMENT

SHEET 6 OF 7 SHEETS

Medford - FAUS

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-75

FEDERAL AID PROJECT NO. M-2441(1)

STATE PROJECT NO. Central Avenue - 8th Ave. (Medford) Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-52

COUNTY NAME Jackson

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☒ RPE ☒ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE November 11, 1975

FEDERAL ROUTE NUMBER FAU Route 2441

STATE ROUTE NUMBER City Street

GENERAL LOCATION: City Street - 4th St. and Front St. (Medford)

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
All phases of preliminary engineering up to PS&E approval at a total estimated cost of $10,000 - Federal funds $7,800.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 11, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 30, 1975 letter you are authorized to proceed with the work as shown above.

DATE 11-11-75

SIGNATURE OF APPROVING OFFICIAL C R Burghardt fr

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 11-11-75

BY (Signature) L. W. Rulien's October 30, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

~~STAGE I~~ ITEM NOS. 52 THRU

XXXXXX ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	**Work**
52	M-2441(1)	0.34	120,000	93,600	Central Ave. -8th Ave. (Medford) Section Jackson County State of Oregon	Preliminary Engineering, Right of Way, Grade, Pave, illumination and signals.

11-11-75

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-11-75	C R Burghardt for G. L. Green, Division Administrator

**

* Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-490

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

N NO.

O.

October 29, 1975

PROJECT LOCATION (45 typewriter spaces) City St., 4th St. & Front St. (Medford)	ADT	PRESENT 5,000** 10,400*	FUTURE 8,500 17,600	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 52

PROPOSED WORK (35 typewriter , Gr., P., Illum., Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M- NUMBER 2441 SEQ. NO. (1)	T. Projects Only POST MI. DESIG.

RAL FUNDS: Urban System

N AREA: Medford

COUNTY NAME: Jackson CODE 029

ROUTE NO. U FEDERAL-AID 2441 STATE City St. U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City St., 4th St. and Front St. (Medford)	0.34	15,000	11,700	1,650	1,650 (City)	Preliminary engineering all phases; acquisition of right-of-way; gr., pave., illum. & traffic signals for channelization.
	ROW			0.34	2,500	1,950	275	275 (City)	
	CONST (CODE) Topics		"Central Ave.-8th Ave. (Medford) Section"	0.34	102,500	79,950	11,275	11,275 (City)	ROW-50' min.; Access Control-none; Parking restrictions-partial.
			PROJECT TOTALS	0.34	120,000	93,600	13,200	13,200 (City)	

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

EPARED BY: C.L.

OGRAM APPROVAL DATES
NOV 11 1975
FHWA OREGON DIVISION

REMARKS

* ADT on 4th Street
** ADT on Front Street

-Over-

USCOMM DC 40005-P61

Budget Bureau No. 41-R2067; Approv

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: October 29, 1975

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St., 4th St. & Front St. (Medford)	ADT	PRESENT: 5,000** 10,400*	FUTURE: 8,500 17,600	YEAR: 95	REGION: 10	STATE NAME: Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., R/W, Gr., P., Illum., Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) M- NUMBER 2441 SEQ. (1)

STA COD 41

CARD

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA: Medford

COUNTY NAME: Jackson CODE 029

ROUTE NO. U FEDERAL-AID 2441 STATE City St. U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		City St., 4th St. and Front St. (Medford)	0.34	15,000	11,700	1,650	1,650 (City)	Prel ing acqu of-w illu sign zati
5					ROW			0.34	2,500	1,950	275	275 (City)	
5					CONST (CODE) Topics		"Central Ave.-8th Ave. (Medford) Section"	0.34	102,500	79,950	11,275	11,275 (City)	ROW- Acce Park part
CARD 1	CODE 1	PREPARED BY: C.L.					PROJECT TOTALS	0.34	120,000	93,600	13,200	13,200 (City)	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (31)	REMARKS		

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOV 11 1975
FHWA OREGON DIVISION

* ADT on 4th Street
** ADT on Front Street

CENTRAL AVE.-8th AVE. (MEDFORD) SECTION

PROJECT NO. M-2441(1)

cilities:

St. (Central Ave.-Front St.)--46-foot curbed roadway with 4 travel s, no parking and 7 foot sidewalk each side.

t St. (4th St.-8th Ave.)--38-foot curbed roadway with 2 travel lanes, able 5 to 10 foot sidewalks.

ctions:

ral Ave.--S. bound couplet 38-foot curbed roadway.

t St.--Same as existing facilities.

a: Work under this project consists of the following:

Preliminary engineering all phases.

Right-of-way acquisition all phases as required for the purchase of approximately 186 sq. ft. at the northwest corner of 4th & Central to increase the curb radius from 25 to 40 feet.

Construction required for channelization on 4th and Front Streets which work consists of grade, pave, illumination, installation of traffic signal at the intersection of 4th & Front Street and signal revisions on Front Street at 6th, Main, and 8th Streets.

ion, Airports, Railroads, Water Developments, Historical and Recrea-
as: None involved.

Requirements:

Public Hearings--Opportunity for a public hearing will be offered and held if requested.

Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 Review letters of approval dated October 8, 1975 and October 1, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 29, 1975.

Data for PR-37:

Preliminary engineering------	Field Work-----	$10,000
	P.S. & E. Preparation--	5,000
	Total	$15,000
Channelization------Y008		7,500
Illumination--------Y030		5,000
Traffic Signals-----Y031		90,000
		$102,500

No relocation assistance involved.

NOTE: This project is in Congressional District No. 4.

Unusual Circumstances: Included as part of this project is the nece[illegible]ry right-of-way for, and the reconstruction of the curb radius at the northwest corner of 4th and Central including adjustments of the traffic signal & illumination pole to provide for safer truck turning movements. The portion on 4th Street from Central Ave. to Front St. is setup as Urban System Route 2431, however, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedures required, we are including this work as an incidental part of this project as being required for the overall operation of Urban System Route 2441.

CENTRAL AVE.-8th AVE. (MEDFORD) SECTION

PROJECT NO. M-2441(1)

Existing Facilities:

4th St. (Central Ave.-Front St.)--46-foot curbed roadway with 4 travel lanes, no parking and 7 foot sidewalk each side.

Front St. (4th St.-8th Ave.)--38-foot curbed roadway with 2 travel lanes, variable 5 to 10 foot sidewalks.

Adjacent Sections:

Central Ave.--S. bound couplet 38-foot curbed roadway.

Front St.--Same as existing facilities.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Right-of-way acquisition all phases as required for the purchase of approximately 186 sq. ft. at the northwest corner of 4th & Central to increase the curb radius from 25 to 40 feet.

(3) Construction required for channelization on 4th and Front Streets which work consists of grade, pave, illumination, installation of traffic signal at the intersection of 4th & Front Street and signal revisions on Front Street at 6th, Main, and 8th Streets.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a public hearing will be offered and held if requested.

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and Distric
house A-95 Review letters of approval dated October 8, 19
October 1, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurr
on August 29, 1975.

Data for PR-37:

Preliminary engineering------Field Work-----$10,00
P.S. & E. Preparation-- 5,00
Total $15,00

Channelization------Y008 7,50

Illumination--------Y030 5,00

Traffic Signals-----Y031 90,00
$102,50

No relocation assistance involved.

NOTE: This project is in Congressional District No. 4.

Unusual Circumstances: Included as part of this project
right-of-way for, and the reconstruction of the curb radi
northwest corner of 4th and Central including adjustments
traffic signal & illumination pole to provide for safer t
movements. The portion on 4th Street from Central Ave. t
is setup as Urban System Route 2431, however, to eliminat
complications of a separate project for this minor work a
the extra accounting procedures required, we are includin
as an incidental part of this project as being required f
all operation of Urban System Route 2441.

Rulien FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

November 5, 1975

Mr. Duane Scroggins
Director of Public Works
City of Medford
City Hall
Medford, Oregon 97501

Dear Mr. Scroggins:

This letter is to ask the City of Medford for an advance deposit (11% of the preliminary engineering) for the 4th-Front Street FAUS project from Central to Front Street as outlined in the state-city agreement.

The Highway Division's estimate of preliminary engineering is $5,350. Please forward a check for $588 (11%) to this office. At that time federal funds will be programmed with FHWA and be approved and work commenced.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
L.E. George
George Thornton
William Maude

RECEIVED
COUNTY & CITY SECTION
NOV 7 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

NOV - 7 1975

84 80

15

PRO-6-2

October 30, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal Aid Fund Application

In compliance with Step 7 of Procedure 13-020-02 of Executive memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following Urban System project:

Item No.	Project No.	Section Name & PNRS No.
62	M-2441(1)	Central Ave.-8th Ave. (Medford) Section (4th St. & Front St.) #7509-2-400

CL:md

Enclosure

cc: D. E. Swan
J. L. Gaither

8+80 B

~~PRO 6-2~~

October 30, 1975

TO G. L. Green, Div. Adm.
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2441(1)

We are submitting program data for one project, Item No. 52, Project No. M-2441(1), "Central Ave.-8th Ave. (Medford) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with program approval, authorization to proceed with preliminary engineering up to P.S. & E. preparation at an estimated cost of $10,000 with Federal funds of $7,800.

Copies of State Clearinghouse and District 8 Clearinghouse A-95 review letters of approval previously submitted.

CL:md

cc: Alfred Shirley (Region 3)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.

O.

October 29, 1975

PROJECT LOCATION (45 typewriter spaces) City St., 4th St. & Front St. (Medford)	ADT	PRESENT 5,000** 10,400*	FUTURE 8,500 17,600	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 52

PROPOSED WORK (35 typewriter , Gr., P., Illum., Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 2441	SEQ. NO. (1)	T. Projects Only POST MI.	DESIG.

RAL FUNDS Urban System	COUNTY NAME Jackson			CODE 029	PROGRAM STAGE ☐ 1 OR ☒ 2
AREA Medford	ROUTE NO. U	FEDERAL-AID 2441	STATE City St.	U.S. ----	

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		City St., 4th St. and Front St. (Medford)	0.34	15,000	11,700	1,650	1,650 (City)	Preliminary engineering all phases; acquisition of right-of-way; gr., pave., illum. & traffic signals for channelization.
		ROW			0.34	2,500	1,950	275	275 (City)	
		CONST (CODE) Topics		"Central Ave.-8th Ave. (Medford) Section"	0.34	102,500	79,950	11,275	11,275 (City)	ROW-50' min.; Access Control-none; Parking restrictions-partial.
EPARED BY C.L.				PROJECT TOTALS	0.34	120,000	93,600	13,200	13,200 (City)	

ROGRAM APPROVAL DATES

REMARKS

* ADT on 4th Street
** ADT on Front Street

-Over-

USCOMM DUSC 40808-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 29, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., 4th St. & Front St. (Medford) 21 65	ADT	PRESENT 5,000** 10,400*	FUTURE 8,500 17,600 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STAT COD 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., R/W, Gr., P., Illum., Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 20	NUMBER 2441 7	SEQ. (1)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson				CODE 029 (14) (16)
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. U	FEDERAL-AID 2441	STATE (32) City St. (36)	U.S. (37) ---- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 44	59		(54) (58)	(59) (66)	(67) (75)			
5					**PE**		City St., 4th St. and Front St. (Medford)	0.34	15,000	11,700	1,650	1,650 (City)	Prel ing acqu of-wa illu signa zati
5					**ROW**			0.34	2,500	1,950	275	275 (City)	
5					**CONST** (CODE) Topics		"Central Ave.-8th Ave. (Medford) Section"	0.34	102,500	79,950	11,275	11,275 (City)	ROW- Acce Park part
							PROJECT TOTALS	0.34	120,000	93,600	13,200	13,200 (City)	
									(10) (23)	(24) (33)	REMARKS		

CARD 1	CODE 1	PREPARED BY C.L.
1	14	PROGRAM APPROVAL DATES

* ADT on 4th Street
** ADT on Front Street

USC

CENTRAL AVE.-8th AVE. (MEDFORD) SECTION

PROJECT NO. M-2441(1)

ities:

(Central Ave.-Front St.)--46-foot curbed roadway with 4 travel no parking and 7 foot sidewalk each side.

St. (4th St.-8th Ave.)--38-foot curbed roadway with 2 travel lanes, e 5 to 10 foot sidewalks.

ions:

1 Ave.--S. bound couplet 38-foot curbed roadway.

St.--Same as existing facilities.

Work under this project consists of the following:

reliminary engineering all phases.

ight-of-way acquisition all phases as required for the purchase of pproximately 186 sq. ft. at the northwest corner of 4th & Central o increase the curb radius from 25 to 40 feet.

onstruction required for channelization on 4th and Front Streets hich work consists of grade, pave, illumination, installation of raffic signal at the intersection of 4th & Front Street and signal evisions on Front Street at 6th, Main, and 8th Streets.

n, Airports, Railroads, Water Developments, Historical and Recrea- None involved.

equirements:

Public Hearings--Opportunity for a public hearing will be offered and held if requested.

Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 Review letters of approval dated October 8, 1975 and October 1, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHW on August 29, 1975.

Data for PR-37:

Preliminary engineering------	Field Work-----	$10,000
	P.S. & E. Preparation--	5,000
	Total	$15,000
Channelization------Y008		7,500
Illumination--------Y030		5,000
Traffic Signals-----Y031		90,000
		$102,500

No relocation assistance involved.

NOTE: This project is in Congressional District No. 4.

Unusual Circumstances: Included as part of this project is the nece[illegible]ry right-of-way for, and the reconstruction of the curb radius at the northwest corner of 4th and Central including adjustments of the traffic signal & illumination pole to provide for safer truck turning movements. The portion on 4th Street from Central Ave. to Front St. is setup as Urban System Route 2431, however, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedures required, we are including this work as an incidental part of this project as being required for the overall operation of Urban System Route 2441.

CENTRAL AVE.-8th AVE. (MEDFORD) SECTION

PROJECT NO. M-2441(1)

Existing Facilities:

4th St. (Central Ave.-Front St.)--46-foot curbed roadway with 4 travel lanes, no parking and 7 foot sidewalk each side.

Front St. (4th St.-8th Ave.)--38-foot curbed roadway with 2 travel lanes, variable 5 to 10 foot sidewalks.

Adjacent Sections:

Central Ave.--S. bound couplet 38-foot curbed roadway.

Front St.--Same as existing facilities.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Right-of-way acquisition all phases as required for the purchase of approximately 186 sq. ft. at the northwest corner of 4th & Central to increase the curb radius from 25 to 40 feet.

(3) Construction required for channelization on 4th and Front Streets which work consists of grade, pave, illumination, installation of traffic signal at the intersection of 4th & Front Street and signal revisions on Front Street at 6th, Main, and 8th Streets.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a public hearing will be offered and held if requested.

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and Distric
house A-95 Review letters of approval dated October 8, 19
October 1, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurr
on August 29, 1975.

Data for PR-37:

Preliminary engineering------Field Work-----		$10,00
	P.S. & E. Preparation--	5,00
	Total	$15,00
Channelization------Y008		7,50
Illumination--------Y030		5,00
Traffic Signals-----Y031		90,00
		$102,50

No relocation assistance involved.

NOTE: This project is in Congressional District No. 4.

Unusual Circumstances: Included as part of this project
right-of-way for, and the reconstruction of the curb rad
northwest corner of 4th and Central including adjustments
traffic signal & illumination pole to provide for safer
movements. The portion on 4th Street from Central Ave.
is setup as Urban System Route 2431, however, to elimina
complications of a separate project for this minor work
the extra accounting procedures required, we are includi
as an incidental part of this project as being required
all operation of Urban System Route 2441.

Salem, Oregon
October 24, 1975

GEZ
for Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
BUILDING

City: Medford.

Section: Central Ave.-Eighth St.
Fourth St. and Front St.
0.34 mile

Proposed Work: All phases of preliminary engineering by state necessary to prepare project for contracting.

Costs:	Total	Federal	State	City
*Preliminary Engineering	$ 15,000	$11,700	$ 1,650	$ 1,650
Right-of-Way	(2,500)	(1,950)	(275)	(275)
Construction	(102,500)	(79,950)	(11,275)	(11,275)
TOTAL	$120,000	$93,600	$13,200	$13,200

*Field--$10,000 P.S. and E.--$5,000

State Clearinghouse Approval: 10/8/75.

District 8 Clearinghouse Approval: 10/1/75.

Approved by Transportation Commission: 6/30/75.

See attached project application for additional project information.

GEZ:sch

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

Medford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: 4th Street & Front St.

MEDFORD

DATE: October 8, 1975

The state has reviewed your project and reached the following conclusions:

10/13/75

cc: G.L.Green, FHWA
F.B.Klaboe
V.D.Wolfe
J.B.Boyd
R.E.Royer
J.H.Versteeg
Gary Potter
✓ G.H.Hopkins, County-City
B.L.Gifford
D.E.Swan
A.Shirley, Jr.
G.T.Thornton
Aeronautics Div.

- ☒ No significant conflict with the plans, policies or programs of state government have been identified ~~[illegible]~~
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7509 2 400

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

RECEIVED
COUNTY & CITY SECTION
OCT 13 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ■ UE
☒ UBE ☒ CE ☒ RE ☐ RPE ☐

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7509 2 400 Return Date: OCT 03 1975

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

( ) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

(✓) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - -

REMARKS

This assessment should indicate whether the proposed project is consistent with the comprehensive plan for the City of Medford and the statewide goals.

Agency LCDC By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
SEP 15 1975
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7509 2 400 Due Date: OCT 03 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This assessment should indicate whether the proposed project is consistent with the comprehensive plan for the city of Medford and the statewide goals.

Agency LCDC 9/30 By John R Gustafson

8480.

15

October 6, 1975

City of Medford
City Hall
Medford, OR 97501

Attention: Mrs. Emily Kirkham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5464

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project on the Central Avenue-Eighth Street (Medford) Section of Fourth Street and Front Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

84 90

13

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 9, 1975

TO
Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Gov'ts
33 North Central, Suite 211
Medford, OR 97501

FROM
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 8
4th Street and Front Street
City of Medford
Jackson County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be October 20, 1975.

RECEIVED
STATE HWY ENGR
SEP 10 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attachment

BLG:bz

cc:
- G. L. Green, FHWA
- F. B. Klaboe
- V. D. Wolfe
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- Gary Potter
- G. N. Hopkins, County-City
- B. L. Gifford
- D. E. Swan
- A. Shirley, Jr.
- G. T. Thornton
- Aeronautics Div.

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only
1-8] PNRS #
Page One

02 12] APPLICANT [45: State Highway Division
46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: 4th Street and Front Street

11 12] PROJECT LOCATION—CITY: Medford
PROJECT LOCATION—COUNTY: Jackson
PROJECT LOCATION [79: SEC: --- T: 37S R: 1W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way, grading,

06 12] paving and incidental work to increase safety and improve traffic flow on existing [71

07 12] 4th Street and Front Street truck route in the City of Medford. [71

08 12] [71

09 12] (See attached Environmental Assessment for more information.) [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
78,000	-	11,000	11,000	-	100,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL **PROGRAM TITLE** [71: Title 23 USC Highways

15 12] FEDERAL **AGENCY NAME** [45: U.S. Department of Transportation
46] FEDERAL **SUB-AGENCY NAME** [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 9-9-75

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:
41] MONTH [42: October
43] DAY [44: 20
45] YEAR [46: 1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-9-75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

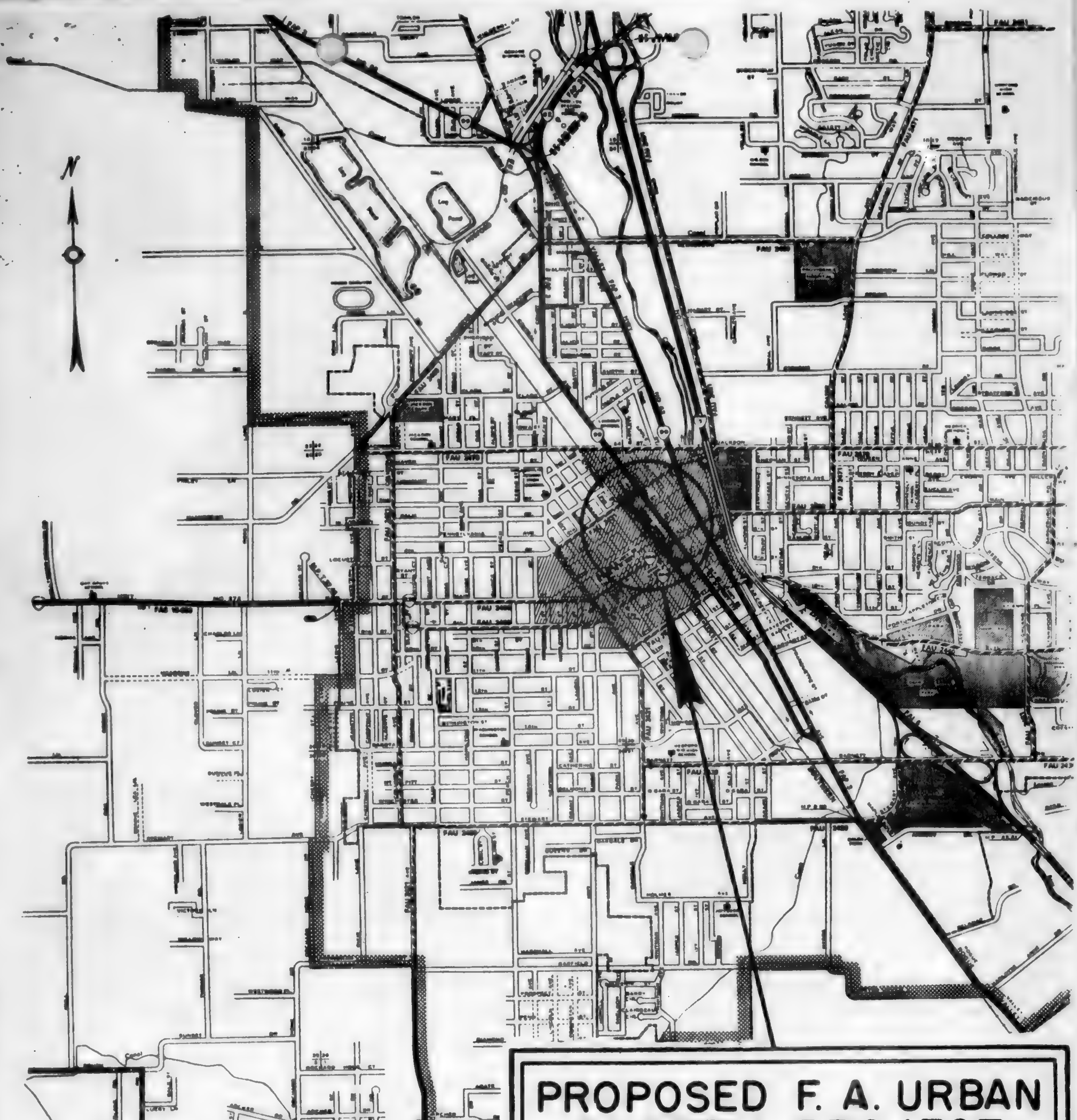
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division in response to a project request from the City of Medford.

A small amount of right-of-way will be required. A public hearing will be offered.



PROPOSED F. A. URBAN SYSTEM PROJECT

FAUS
(Medfor

FORM 81-734-3040

FILE: PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 3, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
~~Assistant State~~ Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Front Street Truck Route
4th and Front Street
Jackson County
M-2441( )

Attached for your information is an assessment, concurrred in by the FHWA.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dc
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3
District 8

RECEIVED
STATE HWY ENGR
SEP 3 '75
REFER TO
FOR
Info Inves R/D D.R Sign Act File

APPROVED
ESH
E. S. Hunter
Date 9-4-75

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 29, 1975

In reply refer to: 1041EC.1/

SUBJECT: Oregon M-2441(-)
Front Street Truck Route
4th and Front Street
Jackson County
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 5 letter has been reviewed. We concur that the proposed project constitites a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eb Englemann, Regional Environmentalist

RECEIVED
STATE HWY ENGR
SEP 2 '75
REFER TO
FOR

PROJECT MANAGEMENT SECTION ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

SEP - 2 1975

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BEN GIFFORD

8+80 13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 29, 1975

In reply refer to: 1041EC.1/

SUBJECT: Oregon M-2441(-)
Front Street Truck Route
4th and Front Street
Jackson County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eb Englemann, Regional Environmentalist

NOTED
R. L. SCHROEDER

RECEIVED
2 1975

RECEIVED
STATE HWY ENGR
SEP 2 '75
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

cy Rulien
Hunter
9-2-75

8480

Medford
FAUS

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Fourth St.-Front St. Truck Route (Medford) Date August 21, 1975

Highway Fourth St. (FAU 2431) & Front St. (FAU 2441) Authorization No. 1

County Jackson Survey Prefix 315-1931 (Assigned by Salem office)

Description of termini, route, length, etc.: From the intersection of Fourth Street and Central Avenue to the intersection of Eighth and Front Streets. Length of project is 0.33 miles.

RECEIVED
COUNTY & CITY SECTION
NOV 19 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey: To prepare plans, specifications and estimates for signalization, signalization revision, illumination, channelization and turning radius improvement.

Estimate of cost:

Field	901	~~XDXDDDX~~	2,500
Plans	905	500	
~~R/W~~	~~DDDX~~	~~XDD~~	
Soils	910	250	
Traffic	911	1,000	
~~XXXXXXX~~	~~XXX~~	~~XDD~~	
Utilities	914	~~XXX~~	350
Proj. Mgt	920	100	
Specifications	921	400	
Environmental	923	250	

M-2441(-)

Total estimated cost of survey . . . . . $ ~~XXXXXX~~ 5,350

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
John Grassman
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
V.D. Wolfe by George C. Hiller
Location ~~Construction~~ Engineer

Approved:
Deputy State Highway Engineer

State Printing 241

OFFICE ENGINEERING SECTION
P. E. APPR. 11-11-75
FED. AID ✓ STATE

FAUS

11-20-75 Called Clark & Requested that Region hold up on survey work until city submits advance deposit.
RCl.

Rulien
FAU
PRO 6
Medford

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 1, 1975

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of July 29, 1975, requesting that the state obtain the small single parcel of right-of-way needed for the recently approved FAUS project on 4th and Front Streets.

We wish to remind you that we have not received a response to our July 10, 1975, letter asking for information as to what, if any, preliminary engineering functions the city wishes the state to accomplish. If the purchase of right-of-way is all the assistance needed, please advise. An agreement must be prepared so we need to have this information.

By a copy of this letter I am asking Mr. Virgil Wilson, Right-of-Way Supervisor, Roseburg, to contact you so that a right-of-way agreement can be prepared for the purchase of the requested right-of-way.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Eng[illegible]

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

[illegible] MANAGEMENT
[illegible]

	ACTION	INFO
R.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
[illegible] SCHEDULE		
[illegible]		

AUG - 5 1975

GLC/dt

cc: L. W. Rulien
L. E. George
George Thornton
Virgil Wilson

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

July 29, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Re: Front Street Truck Route

Dear Mr. Shirley:

Enclosed please find six copies showing proposed curb radius increase on the northwest corner of 4th and Central. Some additional right of way will be required to facilitate curb radius increase and to allow for the installation of 7' sidewalk adjacent to the curb.

Also enclosed is a sheet indicating the owners and manager of the Standard Oil service station affected by the right of way acquisition.

Mr. Mike Wolfe, Traffic Technician for the City of Medford, has contacted Mr. Frank Adler and Mr. Mike Bower in this regard and their comments are shown on attached sheet.

It is the City's request that the State Highway Division include this right of way acquisition as part of the project.

If there are any questions, please advise.

Yours very truly,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
Atch.

ROSEBURG REGION
RECEIVED
JUL 31 1975

RE	RME	RCE	ROE	TE
RUE	DES	RSR	FILE	
ENV	[illegible]	RBI		

ENTERED ON STATUS RECORD

CITY OF MEDFORD

PUBLIC WORKS DEPARTMENT

Sheet ___ Of ___

Subject 4th & CENTRAL STANDARD STATION. Prepared By M. WOLF Date 7-2-75

Checked By __________ Date __________

FRONT ST. TRUCK ROUTE

IN REGAURDS TO THE PURCHASE OF THE EAST CORNER OF THE STANDARD STATION.

THE OWNERS ARE:

EMMETT CANTRALL
BOX 35
PROSPECT, OREGON 97536

(PLAT)

ALSO A COPY SHOULD BE SENT TO:

FRANK ADLER (STANDARD OIL OF CALIF. RETAIL REP.)
BOX 940
MEDFORD, OREGON 97501 779-4360

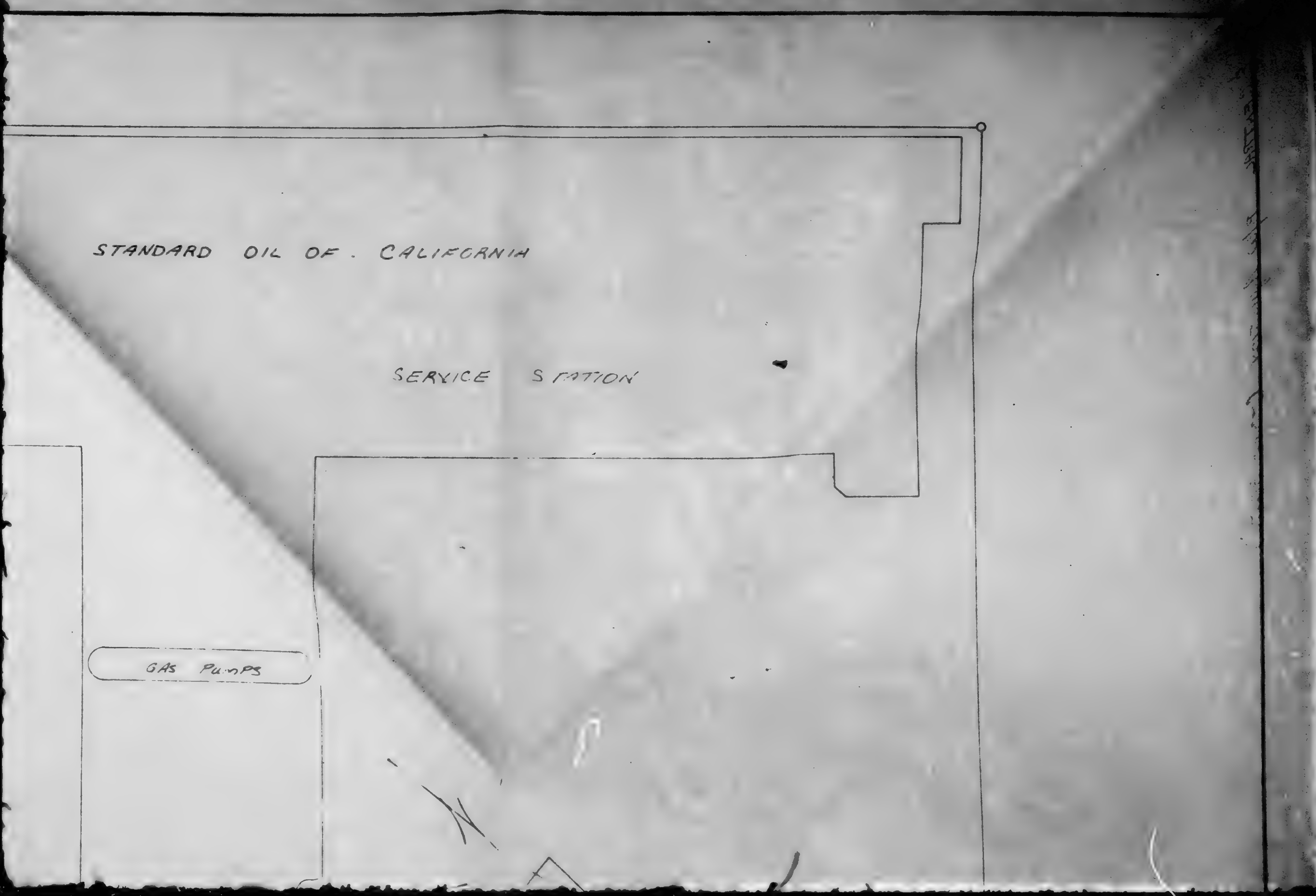
ELDON FOSTER (STANDARD OIL OF CALIF. ENGINEER.)
BOX 950
PORTLAND, OREGON 221-7700

FRANK ADLER STATED THAT AS LONG AS THEY COULD PUT A PLANTER BACK IN THE SAME CORNER THERE WOULD BE NO PROBLEM FROM THEM.

THE MANAGER - MIKE BAUER - HAD NO OBJECTIONS

M.W.

NOTE: STANDARD OIL OF CALIF. LEASES THE PROPERTY FROM EMMETT CANTRALL.


STANDARD OIL OF. CALIFORNIA
SERVICE STATION
GAS PUMPS
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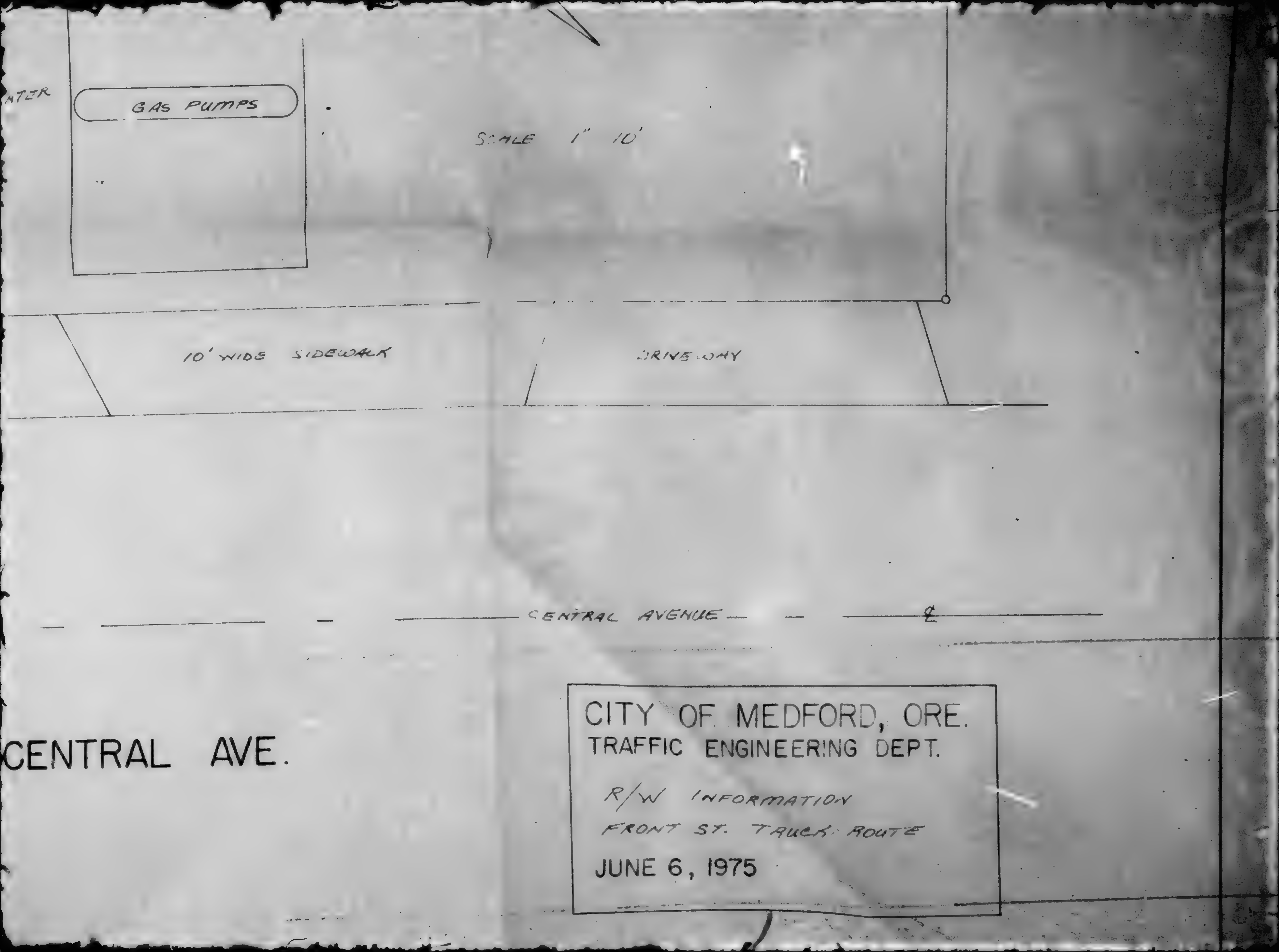
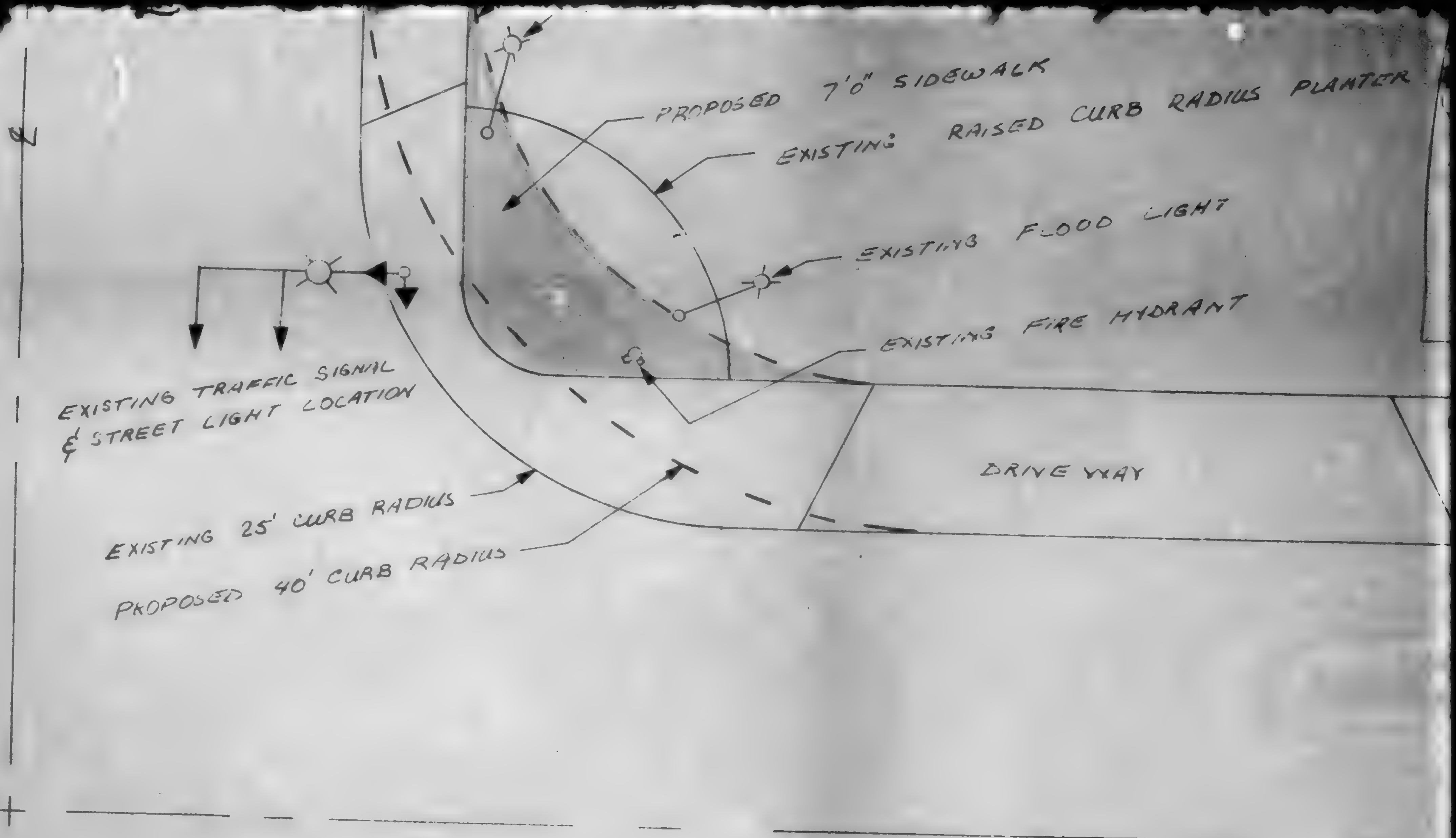

NTER
GAS PUMPS
SCALE 1" 10'
10' WIDE SIDEWALK
DRIVEWAY
CENTRAL AVENUE
℄
CENTRAL AVE.

CITY OF MEDFORD, ORE.
TRAFFIC ENGINEERING DEPT.

R/W INFORMATION
FRONT ST. TRUCK ROUTE

JUNE 6, 1975

EXISTING 7'0" SIDEWALK
NEW RIGHT-OF-WAY
DRIVE
STREET


PROPOSED 7'0" SIDEWALK
EXISTING RAISED CURB RADIUS PLANTER
EXISTING FLOOD LIGHT
EXISTING FIRE HYDRANT
EXISTING TRAFFIC SIGNAL
& STREET LIGHT LOCATION
DRIVE WAY
EXISTING 25' CURB RADIUS
PROPOSED 40' CURB RADIUS

R/W AQUISITION
INTERSECTION OF 4 TH ST. AND CENTR
MEDFORD, OREGON

TOTAL R/W REQUIRED IS 182.6 sq. ft.
(shown in red)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 30
July 30, 1975

A. PROJECT IDENTIFICATION

Name of Project Front Street Truck Route (Section) M-2441(-)

Location of Project 4th and Front Street (Highway Name) FAU System, 2441 (Highway No., US - ORE)

Medford (City) Jackson (County) III (Region)

Program FAUS (Funding) $100,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: *Increase safety and improve traffic flow on existing 4th Street and Front Street truck route. Project includes installation of traffic signals, channelization, and some on-street parking removed*

Origin and History: *See Sheet 1-A*

C. DESCRIPTION OF PROJECT

Length *0.34 miles*

Termini *4th and Central -- 8th and Front*

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
non-major

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Form (1) 9-74)

Origin and History: Central Avenue southbound, to westbound on 4th Street to Front, thence southbound on Front through the business district has been designated as the southbound truck route through the City for at least the last ten years. Trucks turning west on 4th Street from Central cannot do so from the curb lane. Consequently, accidents occur and are caused by trucks making turns from the center lane of traffic, squeezing in on vehicles passing on right. At the intersection of 4th and Front, there is a warrant for installation of traffic signals, including a heavy left turn movement from westbound to southbound. On Front Street at 6th Street, Main Street and 8th Street, motorists are experiencing congestion caused by vehicles blocking traffic in through lane while waiting to make a turn. This project will provide left turn storage lanes at these intersections. On Front between 6th and Main, the substandard, narrow, two-way left turn median will be widened to increase safety and convenience of turning vehicles into banks located on each side of Front Street

Description of Project (cont.)

Right-of-Way (acreage and type of land use) *Abutting land use has been developed and zoned "C-3" commercial.* About 186 sq. feet of right-of-way would be required.

Typical Section *4th Street = 46 ft. curb to curb, Front is 38 ft. Both streets have sidewalks. No change in roadway sections.*

Structures *No structures*

Characteristics (ADT) *4th Street ADT = 10,400; Front ADT = 5,000*

Other General Information (or Supplemental information to items)

See Sheet 2-A

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

This project is an attempt to provide a minimal amount of traffic control and channelization to relieve the congestion and delay problems. A similar problem, if not worse, exists on Central Ave. (Ore. 99 southbound) through the CBD. Central is over-capacity at the present time with approximately 13,000 ADT on a two-lane, one-way street with parking on both sides; therefore, Front Street congestion cannot be relieved by routing traffic to the adjacent southbound highway.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Offering Required ☐ Recommended

Type *To be handled by State Highway Division* Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

Other General Information: 182.6 square feet of additional right of way will be required on the northwest corner of 4th and Central to increase curb radius from 25 ft. to 40 ft. and to construct a 7'0" sidewalk. This action is being considered only to provide a safe turning movement for truck traffic. Detailed right of way information is also attached on separate map. Copies of that map have already been requested by the State Highway Division and have been forwarded earlier.

Since this is already an established truck route, truck or other commercial traffic should not increase significantly due to this proposed project. No new traffic generators are being created. Hopefully this project will raise the level of service and reduce accidents.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

4th. Street-Front Street truck route is located in the City central business district. The fauna and flora is nil. Surrounding land use consists of commercial buildings and off-street parking lots. Topography is flat. Storm sewer drainage system has been installed for surface water drainage.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

This area is zoned "C-3" commercial. It includes a restaurant, a bus stop, some retail stores and two banks which take up most of the land use on Front between 6th Street and Main Street.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

Detailed map attached showing planned right-of-way acquisition at 4th and Central.

Consequences:

Operation of service station not affected. Right-of-way take not significant to cause any change in commercial business operation.

2. **Estimated Changes in Traffic Patterns:**

Traffic patterns are not expected to change. Traffic flow will be improved by decreasing travel time and increasing efficiency and safety.

Consequences:

Fewer accidents and smoother flow of traffic. It is not expected that additional traffic will be generated by this project. However, about 35 on street parking spaces would be eliminated along Front Street. Substitute parking is available.

3. **Estimated Changes in Land Use:**

About 186 sq. feet of commercial property would be converted to transportation use.

Consequences:

A slight reduction in lot size for a commercial service station. This is not considered significant and is not expected to affect land use.

4. **Expected Adverse Effects on Natural Ecological Resources:**

None

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

No landscaping, trees or shrubs will be affected, or removed by this project. Air quality and noise levels are not antiicpated to be significantly affected, since no increase in traffic and smoother traffic flow are expect.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues: *Parking will be removed along the west side of Front Street and also the East side from 6th to Main. However, the City has a Parking Commission which has reviewed and approved the parking to be removed. There are two free public parking lots within the project limits on Front St. plus two more lots that lease parking spaces. Most spaces removed are not high use parking stalls. Total spaces removed on entire project is 35.*

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist	x		
Water Quality Spec.			
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

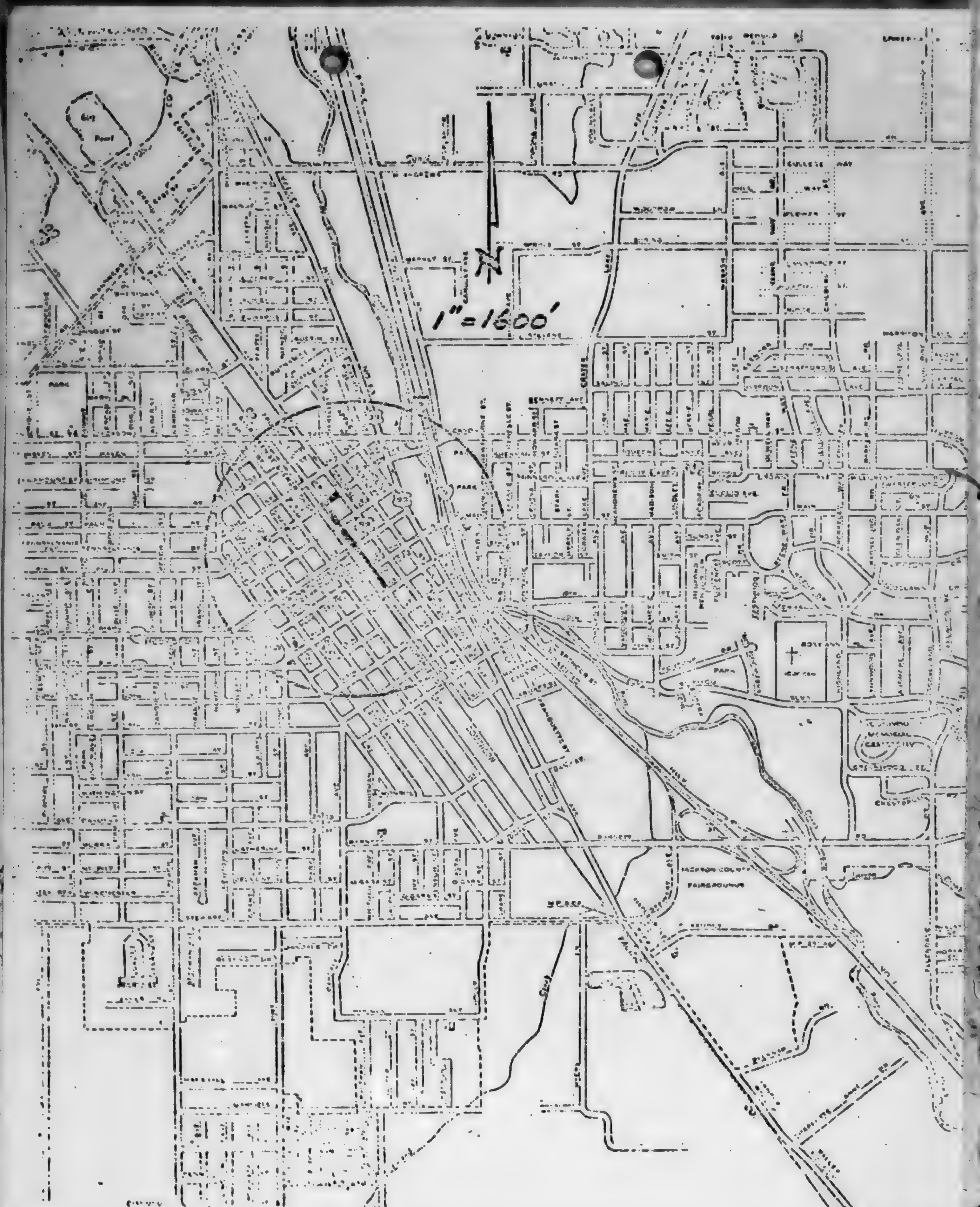
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


N
1"=1600'
PARK
BLVD
MEMORIAL
JACKSON COUNTY
FAIRGROUNDS

Rulien

PRO 6

FAU

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Duane Scroggins
Director of Public Works
City of Medford
City Hall
Medford, OR 97501

July 10, 1975

Dear Mr. Scroggins:

This is to advise that your federal-aid urban system project Central Avenue-8th Street (Medford) section over 4th and Front Streets (FAU 2431-2441) was approved by the Oregon Transportation Commission June 30, 1975.

The city of Medford was approved April 29, 1975, to accomplish preliminary engineering on federal-aid projects by FHWA.

Please review this project and determine if there is any preliminary engineering you wish the state to accomplish. There is some right-of-way to be obtained. Please advise if you will be requesting assistance in this acquisition. With your response, we will proceed to estimate the cost of such services so that an advance deposit can be requested and also to begin preparation of a city-state construction agreement.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien ✓
L. E. George
Virgil Wilson
George Thornton

RECEIVED
COUNTY & CITY SECTION
JUL 17 1975
ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JUL 11 1975	FAUS	[illegible]
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FAU

ROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

7-1-75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Central Avenue-8th Street (Medford)
4th Street-Front Street FAU 2431 & 2441

Project Federal Aid Number: M-2431(-)

Applicant: City of Medford

Contact: Duane Scroggins, Director of Public Works

Federal Aid Funds: FAS____ FAUS xx Other____

Date Project Approved by Trans. Comm.: June 30,1975

State to: X Review applicant's right-of-way acquisition program,, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Right-of-way required for curb radius.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

Richard Unrein
Richard Unrein
County-City Unit

July 1, 1975
Date

cc: Right-of-Way Engineer
Region 3 Engineer
Region 3 Federal Aid Engineer
Region 3 Right-of-Way Supervisor
FHWA Right-of-Way Officer

fau

Salem, Oregon

July 1, 1975

Mr. A. Shirley
Region 3, Engineer
Roseburg, Oregon

Richard Unrein
Urban Engineer
County-City Unit

Approved Urban System Project
Central Avenue-8th Street (Medford) Section
4th Street-Front Street, FAU 2431 & 2441

Attached are two copies each of a summary and description of the subject urban system project request. This project was approved by the Transportation Commission at its June 30, 1975 meeting.

Please initiate an "Authority for Survey" and inform the City of Medford of the Commission's approval of their project request.

RU:geh

Attachment

cc: L. W. Rulien-With Attachment
J. H. Versteeg-With Attachment
Victor Wolfe-With Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

SUMMARY
PROPOSED URBAN SYSTEM PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	State's Share
Medford	Central Ave.-8th St. 4th Street-Front St. FAU 2431 and 2441	$120,000	$93,600	$13,200
	TOTAL	$120,000	$93,600	$13,200

75-h
6/17/75

8480

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal Aid Urban System**
Project Request

Presented for your consideration at the June 30 Commission meeting will be a Federal Aid Urban System project request from the City of Medford. Funds are being requested to increase safety and traffic flow on the Fourth Street-Front Street truck route in Medford.

Federal Urban System funds for this project are estimated at $93,600, with the State providing approximately $13,200 in match funds and an equal amount being contributed by the City of Medford.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. I recommend your approval of the project and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
A. Shirley, Jr.
Jack Graham
Gary L. Sund

RU:scr dpy

CITY OF MEDFORD
Proposed Urban System Project

Central Avenue-8th Street Section
4th Street-Front Street, FAU 2431 and 2441
Grading, signals, illumination and signing
0.34 miles; $120,000

This project entails all the work and costs to increase safety and improve traffic flow on the existing 4th Street-Front Street truck route.

Increase curb radius on northwest corner of Central Avenue and 4th Street.

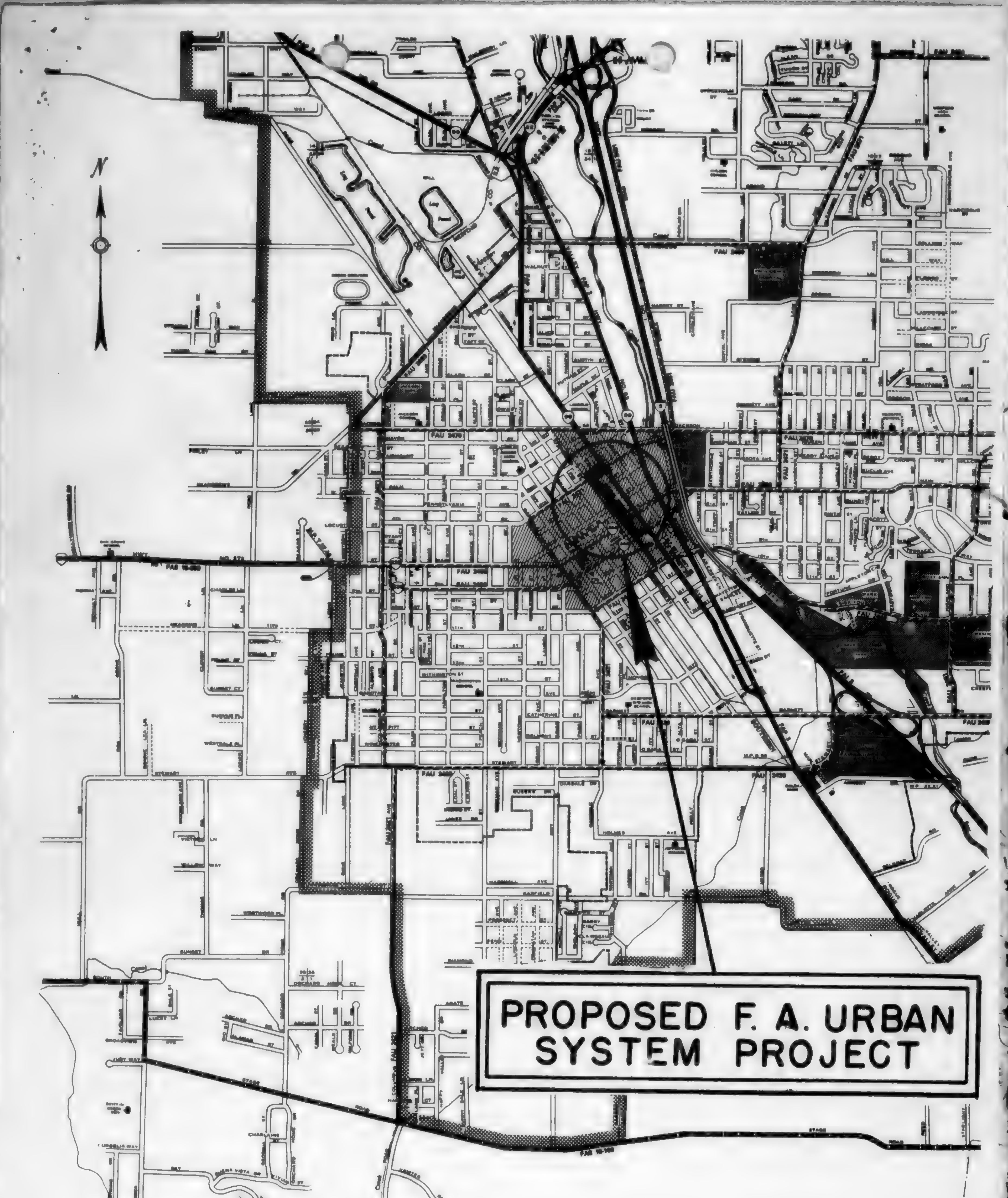
Revise and install traffic signals. Install fire pre-emption equipment.

Provide illumination.

Remove parking, install signing, and provide striping.

Acquire necessary right-of-way.

75-h
6/17/75



PROPOSED F. A. URBAN SYSTEM PROJECT

MEDFORD

Rulien

Fau

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 17, 1975

Mr. Duane Scroggins
Director of Public Works
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Scroggins:

This is to advise that the cost estimate for signalization associated with your Front Street truck route FAUS project has been increased by the Traffic Engineering Section as follows:

TRAFFIC CONTROL - SIGNALIZATION

(1)	4th and Central	$ 3,000
(2)	4th and Front	30,000
(3)	6th and Front	27,000
(4)	Main and Front	5,000
(5)	8th and Front	20,000
	SIGNALIZATION TOTAL	$85,000

If you have any questions or information to bring to our attention, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
George Thornton

PROJECT MANAGEMENT SECTION
ACTION INFO
JUN 18 1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
June 12, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Front Street
Truck Route
Medford

TO: Alfred Shirley, Jr.
Region III Engineer

Attention: Glen L. Clark
Regional Federal Aid
Engineer

We have reviewed the plans for the proposed Front Street Truck Route in Medford, and find that it is in order.

The only comment we have is regarding the cost estimate for the signalization portion of the work. Our estimates are shown on the attached sheet. This will raise the City's estimate by $21,000.

TL:rj
cc: Kipp Osborn
Dick Unrein

We should advise city of New cost Estimate and check file for FAUS project priority approval. Glen

ROSEBURG REGION
RECEIVED
JUN 16 1975

RE	RME	RCE	PDE	TE
RUE	DES	RSR	FILE	
ENV	FAE	RBI		

ESTIMATED COST OF REQUESTED PROJECT:

Roadway Work:			
Increase curb radius, 4th and Central	$ 3,200		
ROADWAY WORK TOTAL			$ 3,200
Right-of-Way Costs:			
Northwest corner, 4th and Central	$ 2,500		
RIGHT-OF-WAY COSTS TOTAL			2,500
Traffic Control - Signalization:			
(1) 4th and Central	$ 3,000	— 3,000	
(2) 4th and Front	19,500	— 30,000	
(3) 6th and Front	19,000	— 27,000	
(4) Main and Front	4,000	— 5,000	
(5) 8th and Front	18,500	— 20,000	
SIGNALIZATION TOTAL			~~64,000~~ 85,000
Illumination:			
Steel poles for illumination included in cost of signal poles except where one steel light standard is specified.			
(1) 4th and Central, one unit	$ 250		
(2) 4th and Front, three units	750		
(3) North side 4th, east of railroad, one unit	1,000		
(4) 6th and Front, four units	1,000		
(5) Main and Front, one unit	250		
(6) 8th and Front, four units	1,000		
ILLUMINATION TOTAL			4,250
Fire Pre-emption System (OPTICOM):			
Four intersections at $1,400 each	$ 5,600		
OPTICOM TOTAL			5,600
Signing:			
Front Street "NO PARKING" signs	$ 500		
SIGNING TOTAL			500
Preliminary Engineering and Contingencies	$20,000		
PRELIMINARY ENGINEERING TOTAL			20,000
TOTAL PROJECT COST ESTIMATE:			$100,000

Rulien

PRO 6 fau

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 6, 1975

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of May 22, 1975, (received in the Region office June 3, 1975) transmitting an FAUS project application for signalization, signalization revision, curb return radius improvement, parking prohibition and channelization entitled "Front Street Truck Route". The environmental assessment was attached to your application and as indicated by telephone by Mr. Engelmann, Regional Environmentalist, some modification of the assessment seems necessary. Mr. Engelmann will be contacting you in the near future for details of such modification when a review by our Salem Environmental Section is completed.

By copies of this letter, your application is being forwarded to the Project Management Section for processing and copies sent to the Environmental and Traffic Engineering Sections for review and input.

When additional information is available, you will be contacted.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

6-11-75
Traffic Review Letter
is comming. M

GLC/dt

cc: L. W. Rulien; Gary Potter;
L. E. George; George Thornton

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JUN - 9 1975	[illegible]	[illegible]
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 6, 1975

FILE: PRO 6

FROM: EB ENGELMANN Eb
Regional Environmentalist

SUBJECT: Front Street Truck Route
Project Environmental Assessment

TO: George Ramjoue
Project Coordinator

Today Glen Clark handed me the P.E.A. for the proposed revisions to the Front Street Truck Route in Medford. This is their first attempt at an assessment and it was done with very little prior contact.

I have already contacted Bob Kortt (Traffic Engineer, Medford) for an elaboration of the right-of-way requirement--square feet or hundredths of an acre, total footage of station, pump setback from proposed ROW line, etc.--but I have some additional queries for him as follows:

p.1	HIGHWAY NO.: ??	FAU?
	ORIGIN AND HISTORY:	Why this project at this time?
p.2	RIGHT-OF-WAY:	COMMENT "No Additional R/W required" is inconsistent with information found under Other General Information. (Again, I've already asked for additional clarification on this issue).
	CHARACTERISTICS (ADT):	Projections?
	ALTERNATIVES:	What are they? Elaborate.
	PUBLIC HEARING:	Does ROW in an urban area require a hearing even when this small a need?
	A-95:	Required, isn't it?
p.3	CULTURAL SETTING:	This needs further elaboration. What kind of commercial use? (This will be important to assess impact of parking removal). What is general level of ambient noise and air quality? Will project bring about changes?
p. 4	EST. R/W REQ.:	Asking for elaboration as indicated above.
	EST. CHANGES IN TRAFFIC PATTERNS:	How do the stated consequences relate to what is claimed above? If consequences are true, why pursue the project?
	EST CHANGES IN LAND USE:	How will removal of parking affect access to commercial activity?

p. 6 Depending upon an elaboration of the non-significant nature of the ROW taking and an affirmation of a lack of air and noise impacts, I would think this is a Category 3, Non-Major Action. While it does not really affect the Category and Action classification, parking looms as a significant problem and should be expanded in treatment.

Please review this assessment at your earliest convenience, and I will take our combined comment back to Mr. Kortt for his consideration.

EE/dt

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 30, 1975

A. PROJECT IDENTIFICATION

Name of Project FRONT STREET TRUCK ROUTE
(Section)

Location of Project Fourth Street and Front Street
(Highway Name) (Highway No., US - ORE)

Medford (City) Jackson (County) Three (Region)

Program FAU (Funding) $100,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To increase safety and improve traffic flow on existing 4th Street, Front Street truck route. Project included installation of traffic signals, channelization, and some on-street parking removal.

Origin and History: This route has been the existing southbound truck route for over twenty years. Truck route runs parallel to Ore. 99, southbound (Central Avenue).

C. DESCRIPTION OF PROJECT

Length 0.34 miles

Termini 4th and Central to 8th and Front

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) *4th Street R/W is 60 ft., Front Street is 50 ft. No additional R/W required. Land use is central commercial district*

Typical Section *4th Street is 46 ft. curb to curb with sidewalks; Front Street is 38 feet curb to curb with sidewalks. No change in roadway sections.*

Structures *No structures.*

Characteristics (ADT) *Existing 4th Street ADT is 10,400. Existing Front Street ADT is 5,000*

Other General Information (or Supplemental information to items) *Some additional R/W required at the NW corner of 4th and Central to facilitate increasing curb radius from 25 ft. to 40 ft. R/W would be acquired from Standard Service Station which has adequate setback to avoid measureable impact*

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location alternatives would require entirely new R/W at both the north and south termini. The no action alternative would result in continued and increasing accidents and congestion.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommende

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) *4th Street - Front Street truck route is located in the city central business district. The fauna and flora is nil. Surrounding land use consists of commercial buildings and off street parking lots. Topography is flat. Storm sewer drainage system has been installed for surface water drainage.*

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) *Development in the project area is exclusively commercial. The primary local contributor to air and noise pollution is the automobile. The area is served by all basic utilities.*

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: *R/W required at the NW corner of 4th and Central to facilitate increasing curb radius from 25 ft to 40 ft. No other additional R/W will be required.*

   Consequences: *Truck traffic southbound on Central, turning west on 4th will continue to be forced to make turn from center lane instead of right turn lane. Some accidents have occurred as a result of this turning movement.*

2. Estimated Changes in Traffic Patterns: *Conflicts caused by a three-way stop at the intersection of 4th and Front will be eliminated by installation of traffic signals. Channelization changes on Front Street will facilitate safe and more efficient traffic movement.*

   Consequences: *Continued conflicts and congestion.*

3. Estimated Changes in Land Use: *This facility in itself is not expected to have any influence on surrounding land use.*

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   No street trees or any other landscapint will be affected by this project.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues: **There will no no assessment to abutting property owners. Parking will be removed on the west side of Front and on the east side between 6th and Main. It is possible some objections will be received. Parking removal has been approved by downtown parking commission.**

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

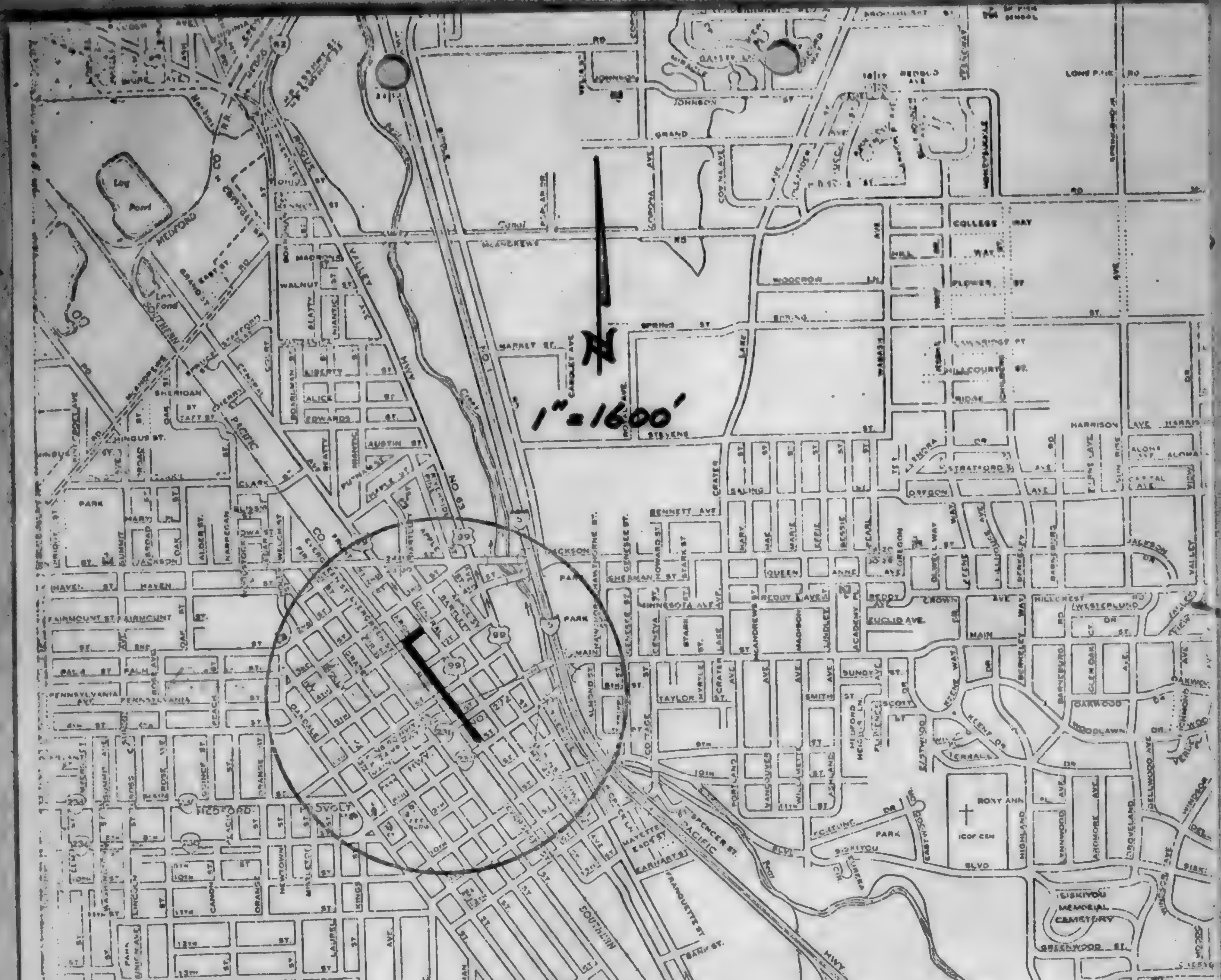
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________



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SOUTHERN PACIFIC
JACKSON COUNTY FAIRGROUNDS
SISKIYOU MEMORIAL CEMETERY
SISKIYOU BLVD
IOOF CEM
HWY
McANDREWS RD
JACKSON ST
MAIN
BARNETT
COLLEGE WAY
HARRISON AVE
STEWART AVE
Canal
Creek

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

May 22, 1975

ROSEBURG REGION
RECEIVED
[illegible] 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Attached herewith is an application for a Federal Aid Urban system project. This project is titled "Front Street Truck Route".

Earlier this year, the City submitted an FAU project application to upgrade the Front Street truck route. Your letter of March 19, 1975, indicated that the application was not approved.

This resubmittal of the Front Street project reflects several revisions and deletions from the original application. These revisions are listed below:

(1) All cantilever and ground mounted signing indicating this route to be Highway 238 to Jacksonville has been deleted. This project is not intended to have Front Street developed to State Highway standards. It is to improve traffic control devices and channelization for existing vehicular traffic on an existing city truck route. The City intends to continue to provide roadway maintenance and upkeep on Front Street after the improvements have been completed.

(2) The original application included increasing the curb radius at several locations. These have been deleted, except at one location. The curb radius on the NW corner of 4th and Central should be increased to permit trucks to make the right turn from southbound to westbound from the right curb lane. Accidents have been occurring as a result of trucks forced to make the turn from the center lane.

(3) Railroad crossing gates at the 4th Street crossing have been deleted. The gates are approved for funding and installation under Title II of the Highway Safety Act.

The City is proceeding to prepare data to initiate a project to remove parking on Central Avenue to facilitate three lanes of traffic, southbound. Probably this project will be implemented in two stages:

Stage I -- Three lane from Manzanita to 4th, and from 10th to Riverside.

Stage II-- 4th to 10th, through the downtown business district

The Front Street project will also serve as an "interim measure" for southbound traffic until Stage II of the Central three lane project is in operation.

If there are any questions, please advise.

Yours very truly,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf
Atch.

CITY OF MEDFORD
TRAFFIC ENGINEERING DEPARTMENT

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

FEDERAL AID ROUTE NUMBER, ~~OREGON 99 AND OREGON 238~~ Front st FAU 2441 (4th st FAU 2431)
ROUTE NAME: 4TH STREET - FRONT STREET

PROJECT NAME: FRONT STREET TRUCK ROUTE
PROJECT LENGTH: 0.34 MILES

PROJECT DESCRIPTION:

(1) Increase curb radius on northwest corner of Central and 4th Street from 25 feet to 40 feet. Additional right-of-way will be required. ✓

(2) Signalize intersection of 4th Street and Front Street three-phase, fixed time. Interconnected with railroad crossing gates.

(3) Modernize signal installation at 6th Street and Front Street

(4) Provide intersection illumination on truck route.

(5) Remove parking on the west side of Front Street from 4th to 8th.

(6) Remove parking on the east side of Front Street from 6th to Main Street.

(7) Upgrade signal installations at Main and Front and at 8th and Front.

(8) Install "OPTICOM" fire pre-emption equipment - four intersections.

(9) Install left turn lanes, southbound on Front at 6th and at 8th.

(10) Widen two-way turn median on Front between 6th and Main.

AVERAGE DAILY TRAFFIC:

4th Street, Front to Central:	10,400
Front Street, 4th to 8th	5,000

SPEED ZONES:

4th Street, Front to Central	25 miles
Front Street, 4th to 8th	20 miles

ROADWAY DATA:

4th Street, Front to Central:

Width: 46'0" curb to curb
Travel Lanes = four
No medians
No on-street parking
7'0" sidewalk, both sides, adjacent to curb

ROADWAY DATA CONTINUED:

Front Street, 4th to 8th

Width: 38'0" curb to curb
Travel Lanes = two (two-way traffic)
No medians - with one exception: a two-way left turn exists between 6th and Main Street.
Parking is permitted on both sides except on the west side of Front between 6th and Main Street.
Continuous sidewalk exists on east side. On west side, sidewalk exists from 6th to 8th Street only. All sidewalks adjacent to curb. Width varies from 5'0" to 10'0".

DESIRED ROADWAY CROSS SECTION:

Desired roadway improvements are shown on attached map and are itemized below:

4th Street (Central to railroad crossing)

No change in street width.
No change in number of travel lanes.
No additional sidewalk.
On-street parking removed earlier.
Recommend reconstruction of curb radius northwest corner of 4th and Central:
Existing curb radius = 25 feet
Proposed curb radius = 40 feet
Additional right-of-way will be required. Right-of-way acquisition to be part of this project.

Front Street (4th to 8th)

No change in street width.
No change in number of travel lanes.
No additional sidewalk.
Medians and left turn storage lanes:

(1) Revise existing two-way turn median between 6th and Main. Median is substandard in width. Median may be widened by removing parking on east side of street. Eight spaces. Two-way median installed February 1973, prior to median installation, heavy congestion to through traffic by turning vehicles into bank parking lots, both sides of street.

(2) Install left turn storage lanes for southbound traffic at 6th Street and 8th Street. Since truck route is single lane southbound, left turn storage lanes are desirable and may be installed within existing roadway section.

Parking:

(1) Remove all parking on west side from 4th to 8th; number of spaces on west side as follows:
4th to 6th = 17
6th to Main = 0
Main to 8th = 10

West side spaces = 27

DESIRED ROADWAY CROSS SECTION (continued):

(2) Remove some parking on east side to facilitate two-way median and left turn storage lanes:

4th to 6th = 0
6th to Main = 8
Main to 8th = 0

East side spaces = 8

Total parking spaces to be removed = 35

RIGHT-OF-WAY DATA:

4th Street (railroad crossing to Central)	right-of-way = 60 feet
Front Street (4th to 8th)	right-of-way = 50 feet

No additional right-of-way required except to facilitate increased curb radius at 4th and Central.

City requests additional right-of-way be included in project.

City will negotiate and acquire right-of-way and have State review negotiations.

A public hearing will be scheduled if necessary.

No persons will be displaced from their homes or business.

This project will not affect any park or recreational facility.

TRAFFIC CONTROL DATA:

(1) Existing Signalization:

4th and Central - fixed time, two-phase controller. Signals mounted by mast arm; underground circuitry.
4th and Front - intersection controlled by stop signs.
6th and Front - fixed time, two-phase controller; signals mounted on span-wire, overhead circuitry.
Main and Front - fixed time, two-phase controller; signals mounted on span-wire, overhead circuitry.
8th and Front - fixed time, two-phase controller; signals mounted on span-wire, overhead circuitry.

(2) Proposed Signalization:

4th and Central - signalization work consists of installing one new combination signal and lighting pole. New pole to be installed on northwest corner at a new location to facilitate increasing curb radius from 25 feet to 40 feet. New pole required due to increased length of mast arm needed for signal head placement. Underground circuits require extension to new foundation location. No other equipment at this intersection.

PERMANENT SIGNING:

"NO PARKING" signing, west side of Front, 4th to 8th. East side of Front from 6th to Main.

ILLUMINATION:

All street lighting installations requested will be on combination signal and lighting poles at signalized intersections except for one location.

Present illumination and location:

4th and Central: 400 watt mercury vapor, northwest and southeast corners mounted on steel poles; underground circuits.

4th and Front: One 4,000 lumen incandescent, northwest corner and one 6,000 lumen incandescent on 4th just east of railroad crossing. Wood poles; overhead circuits.

6th and Front: Two 400 watt mercury vapors, northwest and southeast corners. Pacific Power and Light Company steel light standards; underground circuits.

Main and Front: Two 400 watt mercury vapors, southwest and northeast corners. Lights mounted on combination signal poles; underground circuits.

8th and Front: Two 400 watt mercury vapors, northeast and southwest corners. Pacific Power and Light steel light standards; underground circuits.

PROPOSED ILLUMINATION:

All proposed luminaires at locations indicated below to have the following specifications - 13 units total:

400 watt
Deluxe white lamp
P.E. receptacle with photo-electric control unit
240 volt ballast
Unmetered service
Light distribution type S-M-III
30'0" mounting height
Mounted on combination signal poles except at one location:
  4th Street just east of railroad. This location will require a steel light pole.
Underground circuits.

Street Light Locations:

4th and Central - one unit, northwest corner
4th and Front - three units, NE, SE and SW corners
Front east of railroad - one unit, north side of 4th Street
6th and Front - four units, each corner
Main and Front - one unit, northwest corner
8th and Front - four units, each corner

TRAFFIC CONTROL DATA (continued):

4th and Front - install traffic signals. Fixed-time, three-phase with pedestrian signals, four quadrants. Mast arm design with underground circuitry. Internally illuminated lane use control signs. Combination poles for street lighting, three corners. To be interconnected by use of telephone interconnect. Signalization to be metered. Illumination to be 120/240 volt unmetered. Railroad crossing signal pre-empt to be installed. Poles to be galvanized. Signal heads black. Pedestrian heads yellow.

6th and Front - modernize existing fixed time, two-phase installation. Install new poles, four corners to facilitate dual signal indications and internally illuminated lane use control signs. Signal mast arm design poles with street lighting, four corners. Pedestrian signals, four quadrants. Install new pedestrian signal heads "WALK, DON'T WALK". Install new signal heads. Existing telephone signal interconnect to be installed in new controller. Signal poles, controller, pedestrian heads, miscellaneous splice boxes and cabinets to be painted "Signal Pole Brown" furnished by Rodda Paint Company, Medford. Signal heads to be black.

Main and Front - existing two-phase, fixed time signal installation. Installation to be improved as follows:

(a) Install additional signal head on existing span-wire for both northbound and southbound traffic on Front Street. Additional signal head will provide dual signal indications.
(b) Install new pedestrian signals, four quadrants, "WALK, DON'T WALK".
(c) Install new signal strain pole, northwest corner. Pole to be furnished with street light over Main Street.
(d) Install new controller cabinet in new pole, northwest corner.

8th and Front - Modernize existing fixed time, two-phase installation. Install new poles, four corners to facilitate dual signal indications and internally illuminated lane use control signs. Poles to be signal mast arm design and furnished with street lighting, four corners. Existing pedestrian heads to be retained. Retain existing controller for use on new pole. Install new controller cabinet. Signal poles, controller, pedestrian heads, miscellaneous splice boxes and cabinets to be painted "Signal Pole Brown" furnished by Rodda Paint Company, Medford. Signal heads to be black.

STRUCTURE DATA:

No structures proposed on this project.

RAILROAD DATA:

Railroad crossings are not part of this project.

Existing types of railroad crossing protections:
4th Street - wig-wag signals
6th Street - wig-wag signals
Main Street - crossing gates
8th Street - crossing gates

No proposed railroad crossing upgrading included in this project.

Install railroad pre-emption equipment in new signals, 4th and Front.

FIRE PRE-EMPTION EQUIPMENT:

The Medford Fire Department is committed to the use of "OPTICOM" fire pre-emption system. This equipment is in service at nine signalized intersections.

The intersections listed below should have this equipment installed as part of the signal installations or improvements.
4th and Front
6th and Front
Main and Front
8th and Front

All of the above intersections are two-phase, fixed time, with the exception of 4th and Front which will be three-phase, fixed time.

ESTIMATED COST OF REQUESTED PROJECT:

Roadway Work:		
Increase curb radius, 4th and Central	*$ 3,200*	
ROADWAY WORK TOTAL		*$ 3,200*
Right-of-Way Costs:		
Northwest corner, 4th and Central	*$ 2,500*	
RIGHT-OF-WAY COSTS TOTAL		*2,500*
Traffic Control - Signalization:		
(1) 4th and Central	~~*$ 3,000*~~	3,000
(2) 4th and Front	~~*19,500*~~	30,000
(3) 6th and Front	~~*19,000*~~	27,000
(4) Main and Front	~~*4,000*~~	5,000
(5) 8th and Front	~~*18,500*~~	20,000
		85
SIGNALIZATION TOTAL		~~*64,000*~~
Illumination:		
Steel poles for illumination included in cost of signal poles except where one steel light standard is specified.		
(1) 4th and Central, one unit	*$ 250*	
(2) 4th and Front, three units	*750*	
(3) North side 4th, east of railroad, one unit	*1,000*	
(4) 6th and Front, four units	*1,000*	
(5) Main and Front, one unit	*250*	
(6) 8th and Front, four units	*1,000*	
ILLUMINATION TOTAL		*4,250*
Fire Pre-emption System (OPTICOM):		
Four intersections at $1,400 each	*$ 5,600*	
OPTICOM TOTAL		*5,600*
Signing:		
Front Street "NO PARKING" signs	*$ 500*	
SIGNING TOTAL		*500*
Preliminary Engineering and Contingencies	*$20,000*	
PRELIMINARY ENGINEERING TOTAL		*20,000*
TOTAL PROJECT COST ESTIMATE:		*$*~~*100,000*~~ 121,000

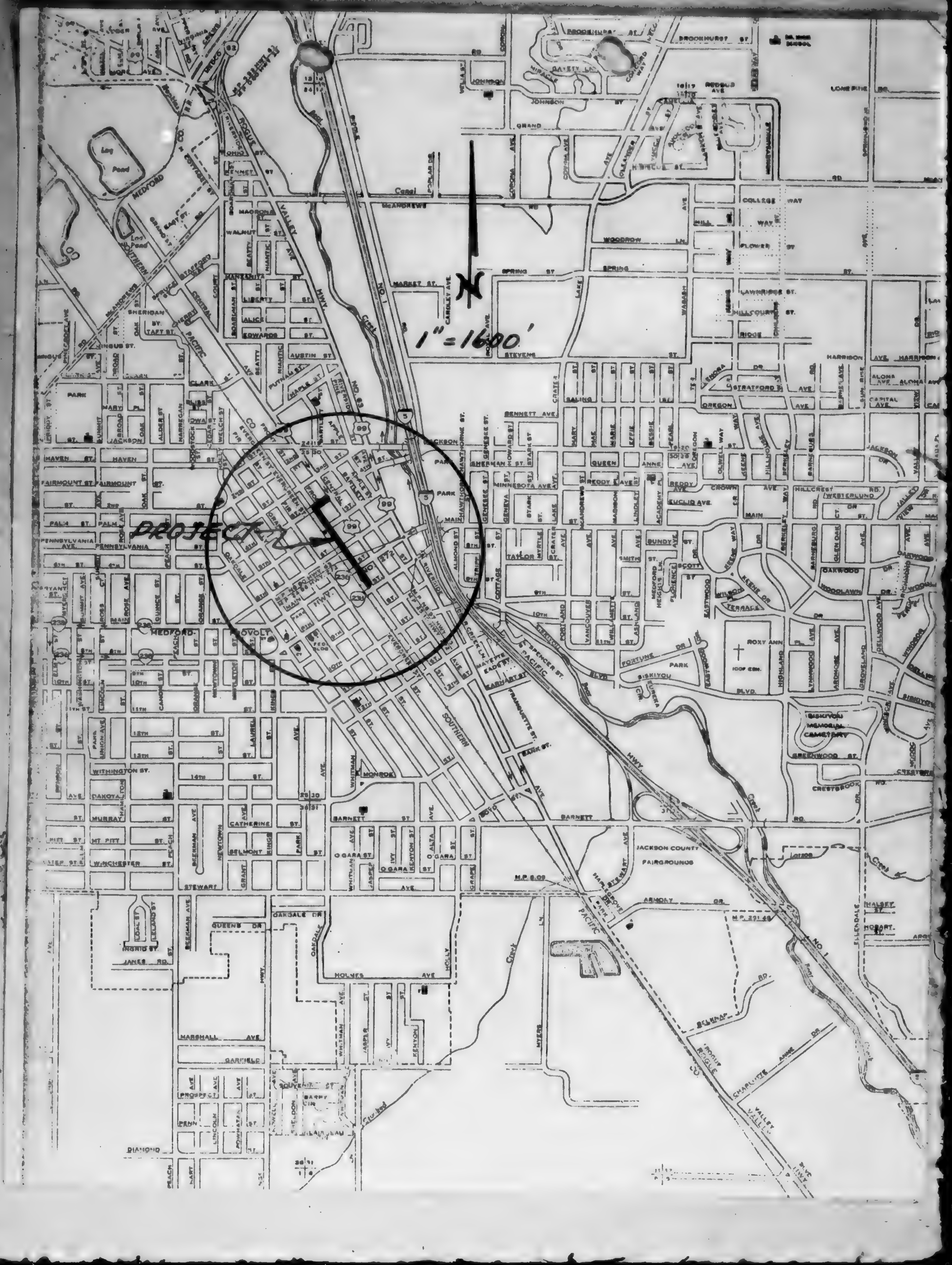
This project is totally within the urban boundary and Federal Aid Urban System. This system has tentative approval of the Highway Division, Oregon Department of Transportation Planning Section and F.H.W.A. FINAL APPROVAL 3-14-75 M.

This application is an official request from:

Sebastiano Fagone
Sebastian J. Fagone
Mayor
City of Medford

Tam Moore
Tam Moore
Chairman
Jackson County Board of Commissioners

RDK:ahf
Atch.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PROJECT
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JACKSON COUNTY FAIRGROUNDS
SISKIYOU MEMORIAL CEMETERY
SOUTHERN PACIFIC
ROGUE VALLEY HWY
Log Pond
Bear Creek
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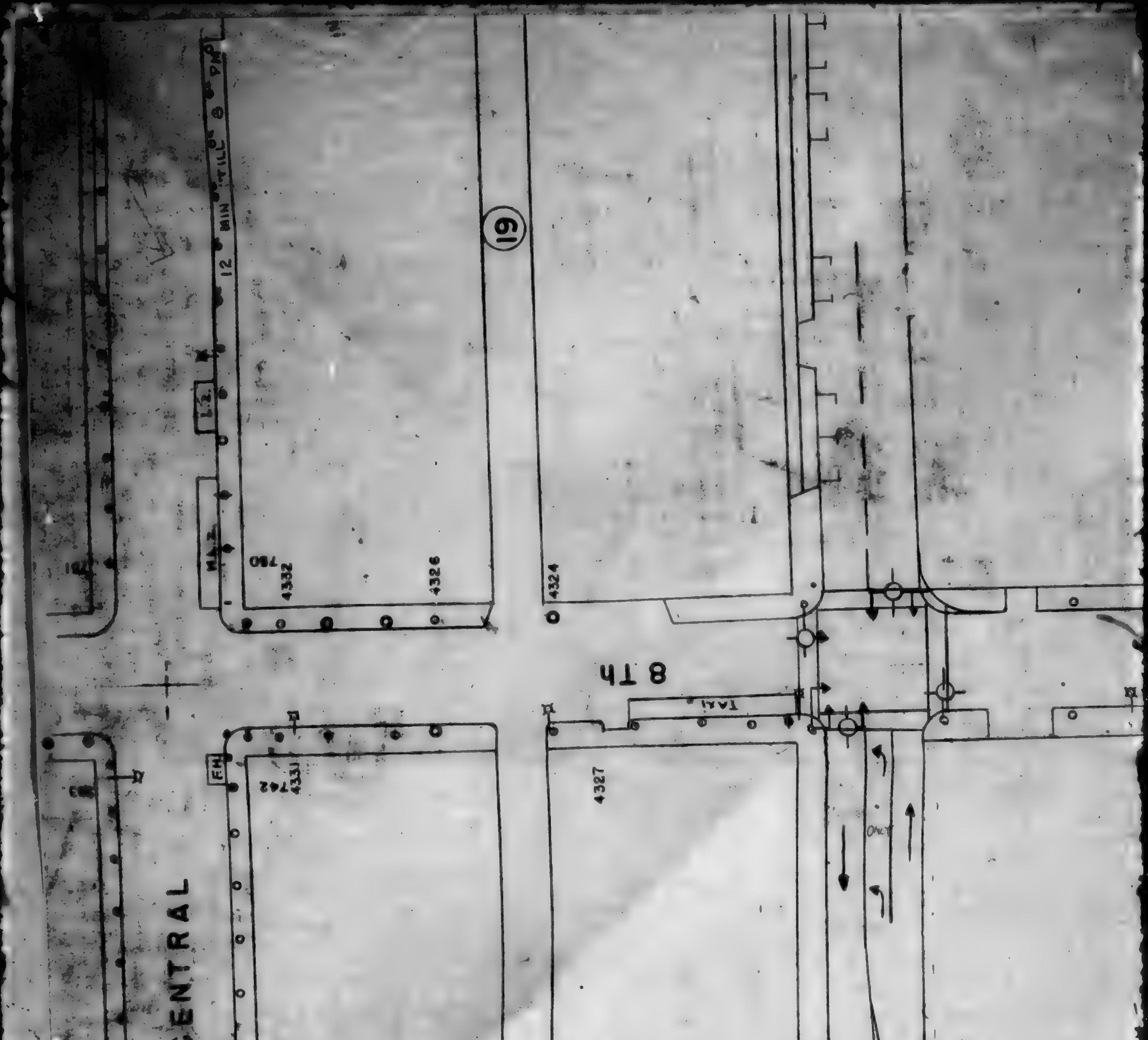

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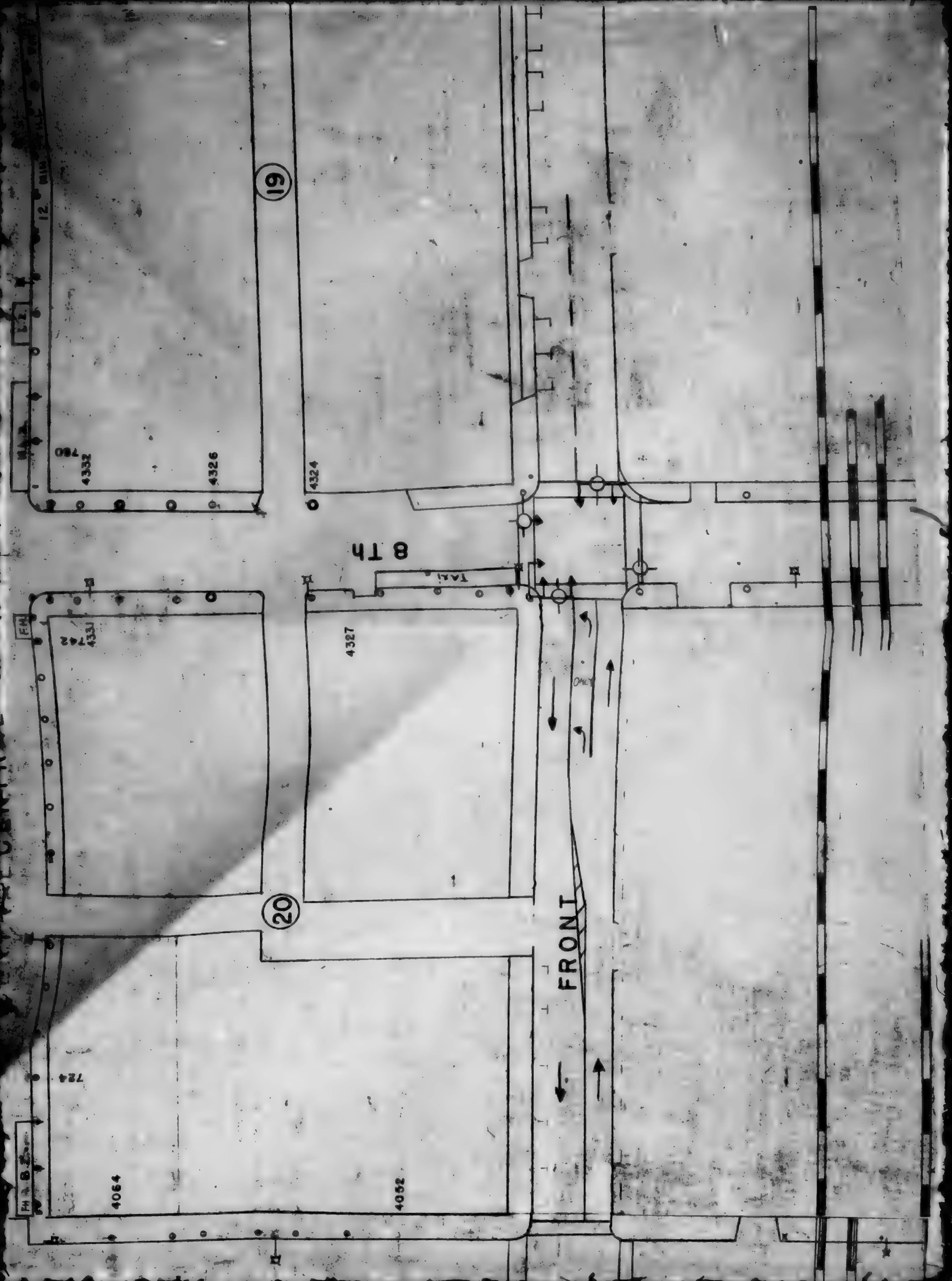

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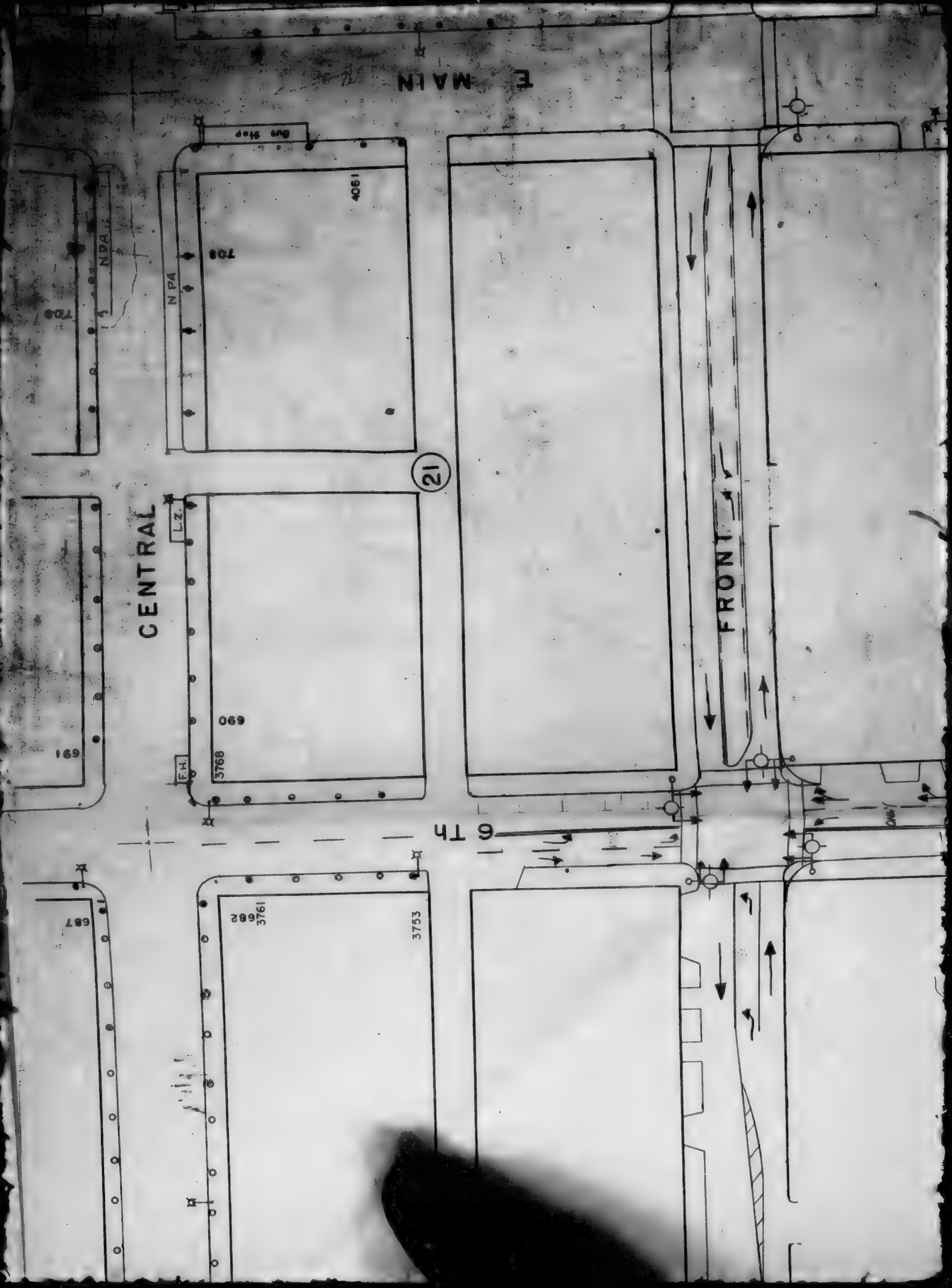
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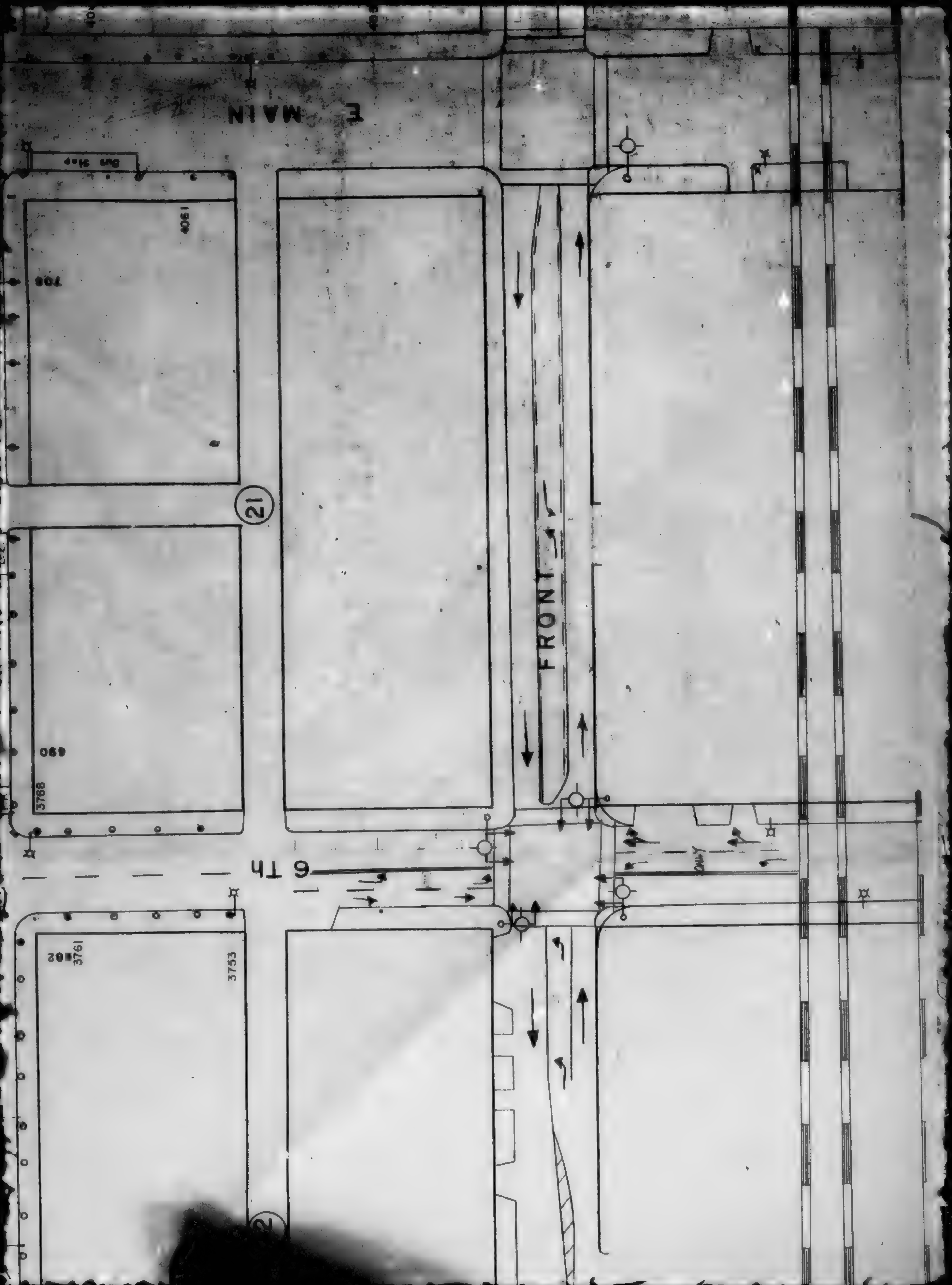
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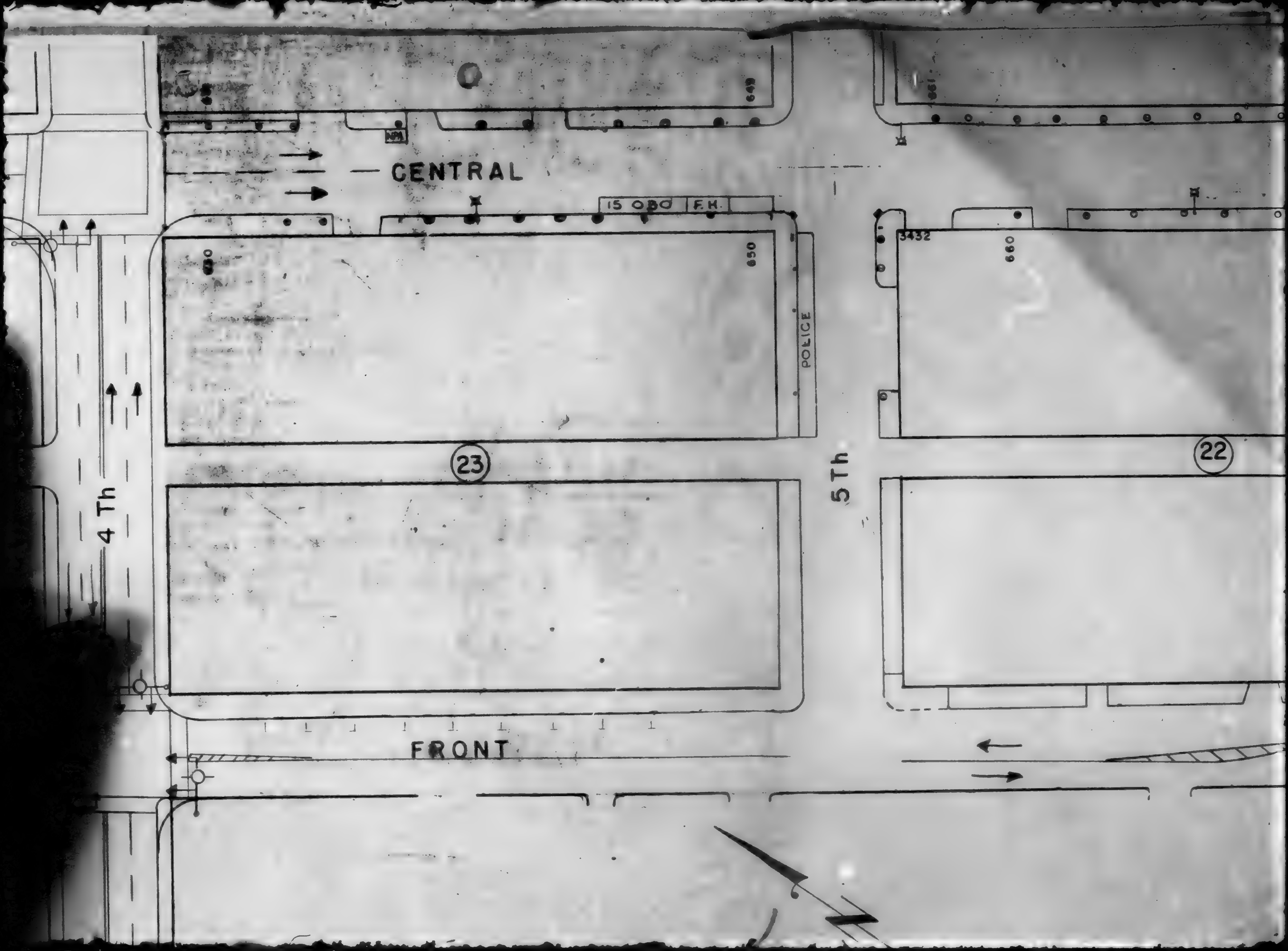
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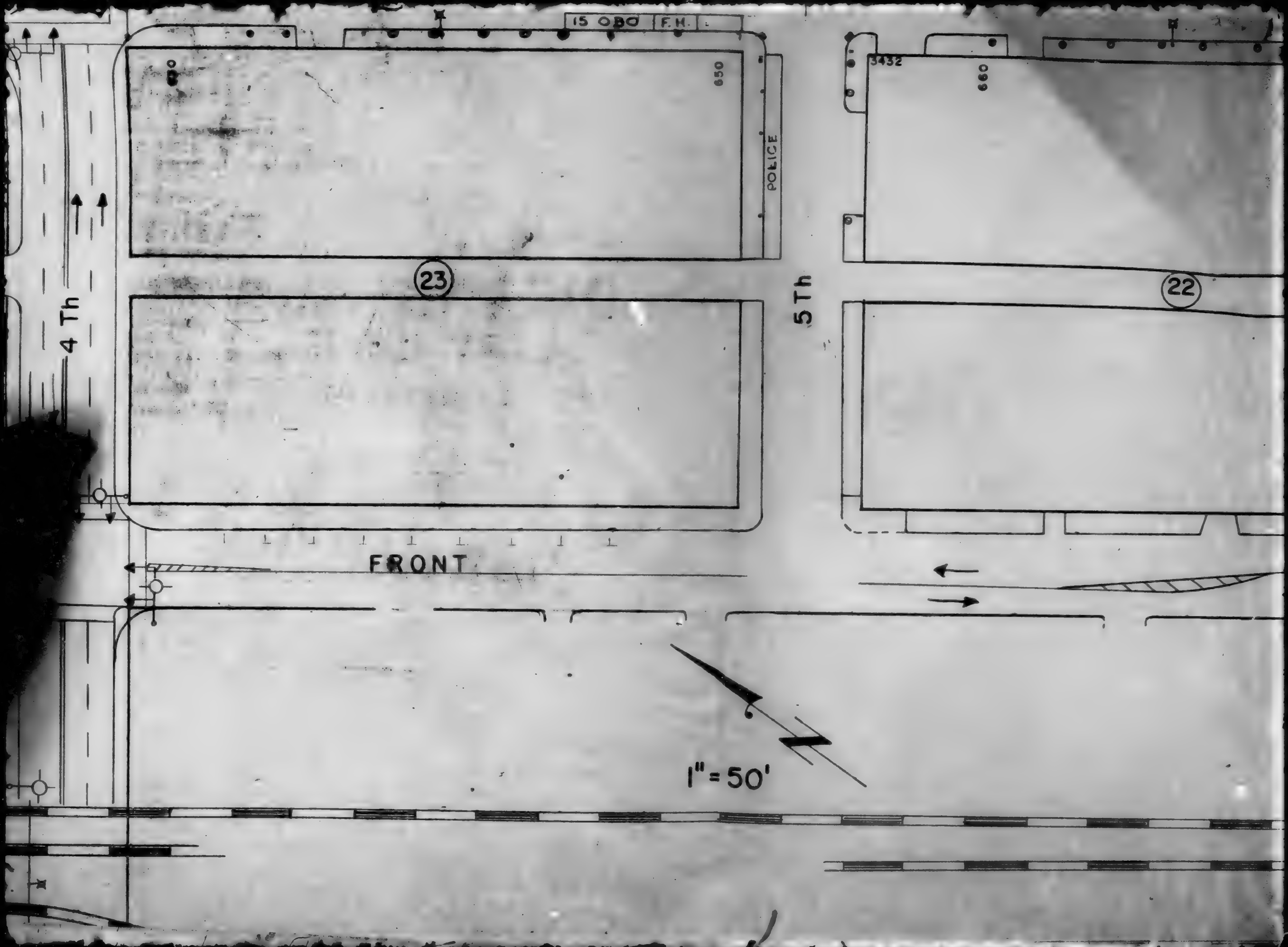
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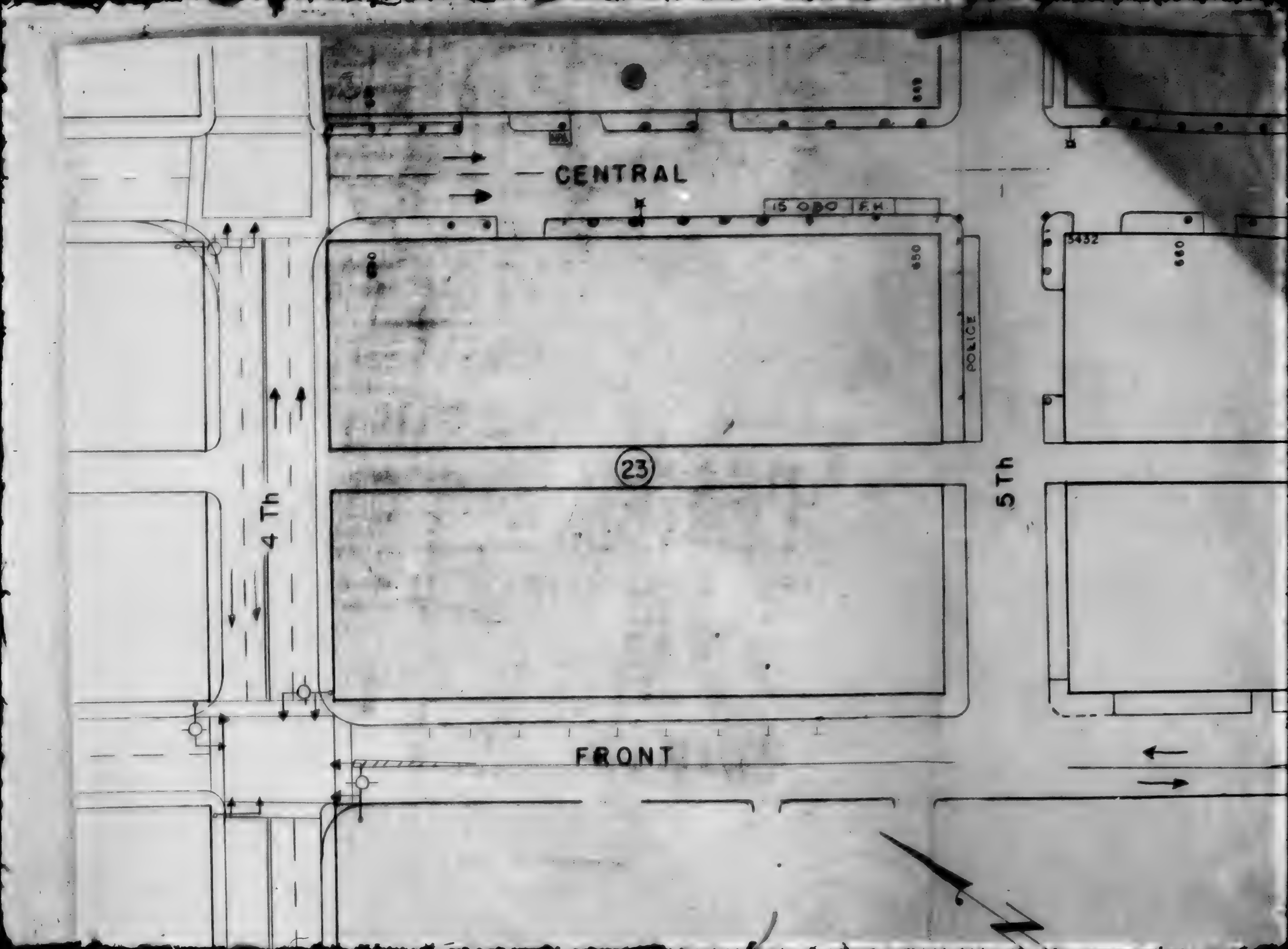

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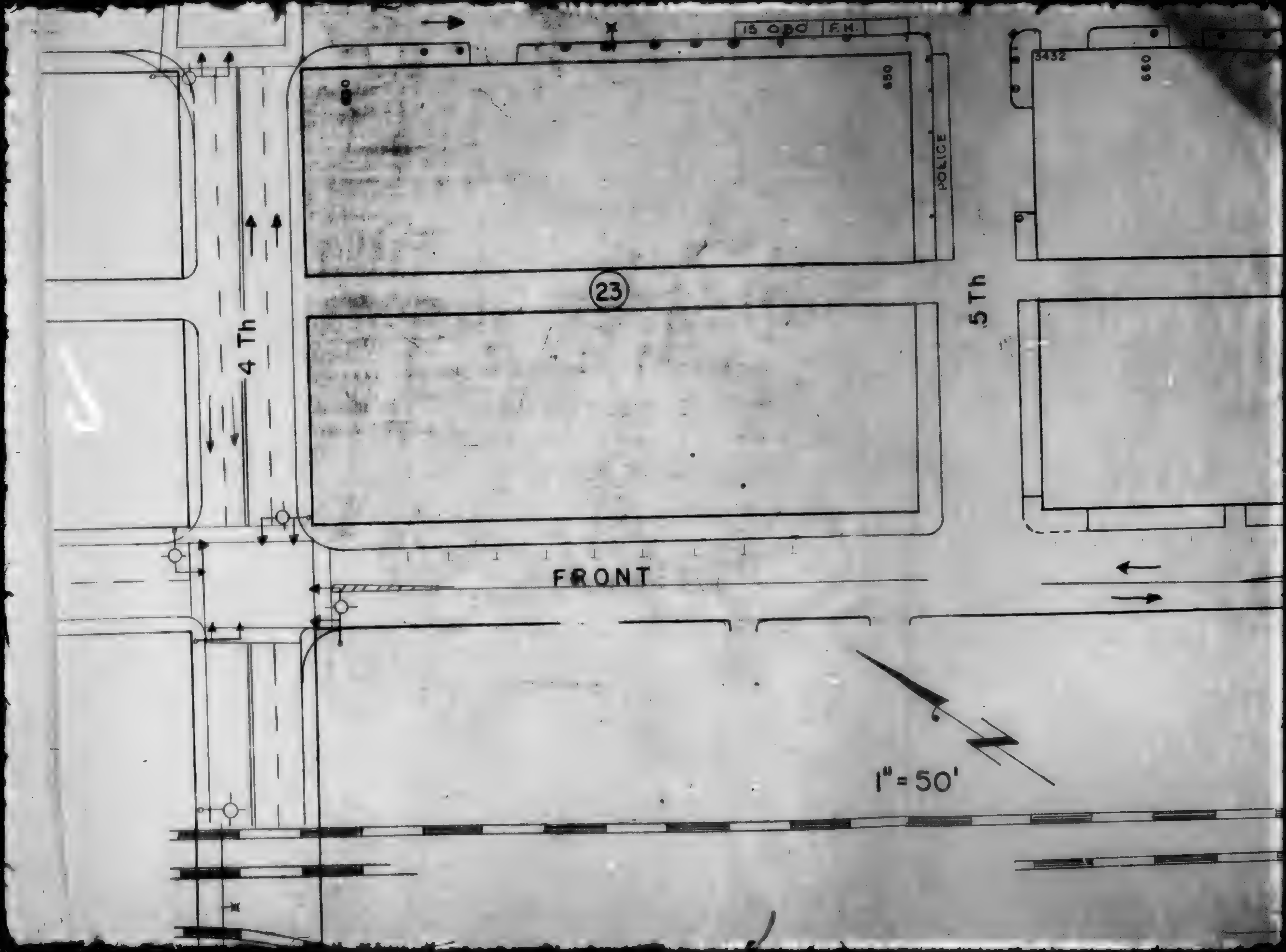
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for Rulien

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Duane Scroggins, Director
Department of Public Works
City of Medford
City Hall
Medford, OR 97501

March 19, 1975

Dear Mr. Scroggins:

You will recall that this office forwarded an FAU project application to our Salem office by a letter of transmittal dated February 14, 1975. This project was named the "Front Street Truck Route" in your application.

As stated in our letter, we were concerned about the base and pavement condition as per our findings in 1973 testing. This is the reason for our Salem office returning your application unapproved.

If a project application could be resubmitted with provisions for caring for this deficiency in base and pavement depths, it would be reconsidered. ✓

We would be glad to discuss this further if you wish. Please advise if you need assistance in the base design or any other facit of this project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
MAR 24 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

MAR 20 1975 Dick

GLC/dt

cc: L. W. Rulien ✓

Fau
Medford

Salem, Oregon
March 14, 1975

TO: Mr. Alfred Shirley, Jr.
Region 3 Engineer
Roseburg

RE: FAUS Project Request
Front Street Truck Route
City of Medford

FROM: George N. Hopkins
Project Development Engineer

This project request has been reviewed and is being returned unapproved.

The reason for turning this project down is that the City has failed to include in the request project requirements that would insure the structural integrity of the roadway surface. It is our recommendation that you review this request with the City of Medford and suggest that provisions be included to reconstruct this truck route with provisions for adequate base and pavement depts to carry the required loads. Other aspects of the project were reviewed by the Traffic Section who have advised, in general, that they have no objections to the proposed plan.

GNH:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

f/or Status #34

Rulien
FAU

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 14, 1975

Mr. Duane Scroggins, Director
Department of Public Works
City of Medford
City Hall
Medford, OR 97501

Hopkins ✓
Harwell ✓
Holmes ✓
Prange
Unrein

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Requires Approval ☐
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Dear Mr. Scroggins:

This will acknowledge Mayor Fagone's letter of January 30, 1975, transmitting the City of Medford's "Front Street Truck Route" FAU project application along with the County's concurrence that this request is in keeping with the established priorities of both the City of Medford and Jackson County.

This office is hesitant to accept this application without consideration of some improvement of the pavement conditions found in our 1973 testing of Front Street. You may recall a complete report was transmitted to you August 30, 1973.

The City's application is being forwarded to both the Traffic Engineering Section and the Project Management Section along with the aforementioned testing report.

When any further information is available, you will be notified.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

2/21/75
Tureman
Pls review
and answer

GLC/dt

cc: L. W. Rulien
L. E. George
Tom Lowe

Geo Evaluate
R

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

FEB 19 1975

REMARKS:

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

January 30, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Enclosed please find two copies of a Federal Aid Urban Project Request. Project name is "Front Street Truck Route."

This project is totally within the urban area boundary and Federal Aid Urban System which has tentative approval of the Highway Division, Oregon Department of Transportation Planning Section and F.H.W.A.

The City of Medford and Jackson County are in agreement that this project is being submitted in order of priorities established for the Federal Aid Urban System.

If there are any questions, please advise.

Very truly yours,

Sebastiano J Fagone
S.J. Fagone
Mayor
City of Medford

Tam Moore
Chairman
Jackson County Board
of Commissioners

O #

RDK:DS:do

Enclosures

CITY OF MEDFORD
TRAFFIC ENGINEERING DEPARTMENT

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

FEDERAL AID ROUTE NUMBER, OREGON 99 AND OREGON 238
ROUTE NAME: 4TH STREET - FRONT STREET

PROJECT NAME: FRONT STREET TRUCK ROUTE
PROJECT LENGTH: 0.34 MILES

PROJECT DESCRIPTION:

(1) Increase curb radius on N.W. corner of Central and 4th Street from 25 feet to 55 feet. Additional right-of-way is required.

(2) Signalize intersection of 4th Street and Front Street three-phase, fixed time.

(3) Install crossing gates at 4th Street crossing. Install railroad pre-emptor in signal controller.
(4) Modernize signal installation at 6th Street and Front Street.
(5) Increase curb radius from 10' to 20', N.W. corner Main and Front, N.W. and S.W. corners, 6th and Front; S.W. corner 4th and Front from 8' to 25'-0".
(6) Increase curb radius from 10' to 25', S.W. corner 8th and Front.
(7) Provide intersection illumination on truck route.
(8) Remove parking on the west side of Front Street from 4th to 8th.
(9) Remove parking on the east side of Front Street from 6th to Main Street.
(10) Install truck route signing. Four signs total, three cantilever and one ground mounted installation.
(11) Upgrade signal installations at Main and Front and at 8th and Front.
(12) Install "OCTICOM" fire pre-emption equipment - four intersections.
(13) Install left turn lanes, southbound on Front at 6th and at 8th.
(14) Widen two way turn median on Front between 6th and Main.

AVERAGE DAILY TRAFFIC:

4th Street, Front to Central:	10,400
Front Street, 4th to 8th:	5,000

SPEED ZONES:

4th Street, Front to Central:	25 miles
Front Street, 4th to 8th:	20 miles

ROADWAY DATA:

4th Street, Front to Central:

Width: 46'-0" curb to curb
Travel Lanes = four
No medians
No on-street parking
7'-0" sidewalk, both sides, adjacent to curb

ROADWAY DATA CONTINUED:

Front Street, 4th to 8th:

Width: 38'-0" curb to curb
Travel Lanes = two (two-way traffic)
No medians - with one exception. A two-way left turn exists between 6th and Main Street.
Parking is permitted on both sides except on the west side of Front between 6th and Main Street.
Continuous sidewalk exists on east side. On west side, sidewalk exists from 6th Street to 8th Street only. All sidewalks adjacent to curb. Width varies from 5'-0" to 10'-0".

DESIRED ROADWAY CROSS SECTION:

Desired roadway improvements are shown on attached map and are itemized below:

4th Street (Central to Railroad crossing)

No change in street width.
No change in number of travel lanes.
No additional sidewalk.
On-street parking removed earlier.
Recommend reconstruction of curb radius N.W. corner of 4th and Central:
  Existing Curb radius = 25 feet
  Proposed Curb Radius = 55 feet
  Additional right-of-way will be required. Right-of-way acquisition to be part of this project.
Recommend reconstruction of curb radius S.W. corner of 4th and Front:
  Existing Curb Radius = 8 feet
  Proposed Curb Radius = 25 feet
  Additional right-of-way will be required. Right-of-way acquisition to be part of this project.

Front Street (4th to 8th)

No change in street width.
No change in number of travel lanes.
No additional sidewalk.
Medians and left turn storage lanes:

(1) Revise existing two-way turn median between 6th and Main. Median is substandard in width. Median may be widened by removing parking on east side of street. Eight spaces. Two-way median installed February 1973, prior to median installation, heavy congestion to through traffic by turning vehicles into bank parking lots, both sides of street.

(2) Install left turn storage lanes for southbound traffic at 6th Street and 8th Street. Since truck route is single lane southbound, left turn storage lanes are desirable and may be installed within existing roadway section.

Parking:

(1) Remove all parking on west side from 4th to 8th; number of spaces on west side as follows:

4th to 6th = 17
6th to Main = 0
Main to 8th = 10

West Side Spaces = 27

(2) Remove some parking on east side to facilitate two-way median and left turn storage lanes:

4th to 6th = 0
6th to Main = 8
Main to 8th = 0

East Side Spaces = 8

Total parking spaces to be removed = 35

RIGHT-OF-WAY DATA:

4th Street (railroad crossing to Central)	right-of-way = 60 feet
Front Street (4th to 8th)	right-of-way = 50 feet

No additional right-of-way required except to facilitate increased curb radius at six locations as described earlier.

City requests additional right-of-way be included in project.

City will negotiate and acquire right-of-way and have state review negotiations.

A public hearing will be scheduled if necessary.

No persons will be displaced from their homes or business.

This project will not affect any park or recreational facility.

TRAFFIC CONTROL DATA:

(1) Existing Signalization:

4th and Central - fixed time, two-phase controller. Signals mounted by mast arm; underground circuitry.

4th and Front - intersection controlled by stop signs

6th and Front - fixed time, two-phase controller; signals mounted on span-wire, overhead circuitry.
Main and Front - fixed time, two-phase controller; signals mounted on span-wire, overhead circuitry.
8th and Front - fixed time, two-phase controller; signals mounted on span-wire, overhead circuitry.

TRAFFIC CONTROL DATA CONTINUED:

(2) Proposed Signalization:

4th and Central - signalization work consists of installing one new combination signal and lighting pole. New pole to be installed on N.W. corner at a new location to facilitate increasing curb radius from 25 feet to 55 feet. New pole required due to increased length of mast arm needed for signal head placement. Underground circuits require extension to new foundation location. No other equipment at this intersection.

4th and Front - install traffic signals. Fixed-time, three-phase with pedestrian signals, four quadrants. Mast arm design with underground circuitry. Internally illuminated lane use control signs. Combination poles for street lighting, three corners. To be interconnected by use of telephone interconnect. Signalization to be metered. Illumination to be 120/240 volt unmetered. Railroad crossing signal pre-empt to be installed. Poles to be galvanized. Signal heads black. Pedestrian heads yellow.

6th and Front - modernize existing fixed time, two-phase installation. Install new poles, four corners to facilitate dual signal indications and internally illuminated lane use control signs. Signal mast arm design poles with street lighting, four corners. Pedestrian signals, four quadrants. Install new pedestrian signal heads "WALK, DON'T WALK." Install new signal heads. Install new fixed-time, two-phase controller. Existing telephone signal interconnect to be installed in new controller. Signal poles, controller, pedestrian heads, miscellaneous splice boxes and cabinets to be painted "Signal Pole Brown" furnished by Rodda Paint Company, Medford. Signal heads to be black.

Main and Front - existing two-phase, fixed time signal installation. Installation to be improved as follows:

(1) Install additional signal head on existing span-wire for both northbound and southbound traffic on Front Street. Additional signal head will provide dual signal indications.
(2) Install new pedestrian signals, four quadrants, "WALK, DON'T WALK."
(3) Install new signal strain pole, N.W. corner. Pole to be furnished with street light over Main Street.
(4) Install new controller cabinet in new pole, N.W. corner.

8th and Front - Modernize existing fixed time, two-phase installation. Install new poles, four corners to facilitate dual signal indications and internally illuminated lane use control signs. Poles to be signal mast arm design and furnished with street lighting, four corners. Existing pedestrian heads to be retained.

Retain existing controller for use on new pole. Install new controller cabinet. Signal poles, controller, pedestrian heads, miscellaneous splice boxes and cabinets to be painted "signal pole brown" furnished by Rodda Paint Company, Medford. Signal heads to be black.

PERMANENT SIGNING:

Four permanent guide sign installations should be installed as part of this project. Three cantilever installations and one ground-mounted installation.

Sign legends and locations are shown in the area-wide TOPICS report, Front Street Truck Route.

No parking signing, west side of Front, 4th to 8th.

ILLUMINATION:

All street lighting installations requested will be on combination signal and lighting poles at signalized intersections except for one location.

Present illumination and location:

4th and Central - 400 watt mercury vapor, N.W. and S.E. corners mounted on steel poles; underground circuits.

4th and Front - One 4,000 lumen incandescent, N.W. corner and one 6,000 lumen incandescent on 4th just east of railroad crossing. Wood poles; overhead circuits.

6th and Front - Two 400 watt mercury vapors, N.W. and S.E. corners. Pacific Power and Light Company steel light standards; underground circuits.

Main and Front - Two 400 watt mercury vapors, S.W. and N.E. corners. Lights mounted on combination signal poles; underground circuits.

8th and Front - Two 400 watt mercury vapors, N.E. and S.W. corners. Pacific Power and Light steel light standards; underground circuits.

PROPOSED ILLUMINATION:

All proposed luminaires at locations indicated below to have the following specifications - 13 units total:

400 watt
Deluxe white lamp
P.E. receptacle with photo-electric control unit
240 volt ballast
unmetered service
Light distribution type S-M-III
30'-0" mounting height
Mounted on combination signal poles except at one location:
    4th Street just east of railroad. This location will require a steel light pole.
Underground circuits

Street Light Locations:

4th and Central - one unit, N.W. corner

4th and Front - three units, N.E., S.E., and S.W. corners

Front east of railroad - one unit, north side of 4th Street

6th and Front - four units, each corner

Main and Front - one unit, N.W. corner

8th and Front - four units, each corner

STRUCTURE DATA:

No structures proposed on this project.

RAILROAD DATA:

Railroad crossings are part of this project.

Existing types of railroad crossing protections:

4th Street - wig-wag signals

6th Street - wig-wag signals

Main Street - crossing gates

8th Street - crossing gates

Proposed railroad crossing up-grading as part of this project.

(1) Install crossing gates at 4th Street.

(2) Install railroad pre-emption equipment in new signals, 4th and Front.

FIRE PRE-EMPTION EQUIPMENT:

The Medford Fire Department is committed to the use of "OCTICOM" fire pre-emption system. This equipment is installed at nine signalized intersections.

The intersections listed below should have this equipment installed as part of the signal installations or improvements.

4th and Front
6th and Front
Main and Front
8th and Front

All of the above intersections are two-phase, fixed time.

ESTIMATED COST OF REQUESTED PROJECT:

Roadway Work:

(1)	Increase curb radius, 4th and Central	$ 5,000
(2)	Increase curb radius, 4th and Front	2,500
(3)	Increase curb radius, 6th and Front (N.W. & S.W. corners)	4,000
(4)	Increase curb radius, Main and Front	3,000
(5)	Increase curb radius, 8th and Front	2,000
	ROADWAY WORK TOTAL	$16,500

Right-of-Way Costs:

(1)	N.W. corner, 4th and Central	$ 3,000
(2)	S.W. corner, 4th and Front	1,000
	RIGHT-OF-WAY COST TOTAL	$ 4,000

Traffic Control - Signalization:

(1)	4th and Central	$ 3,000
(2)	4th and Front	19,500
(3)	6th and Front	19,000
(4)	Main and Front	4,000
(5)	8th and Front	18,500
	SIGNALIZATION TOTAL	$64,000

Illumination:

Steel poles for illumination included in cost of signal poles except where one steel light standard is specified.

(1)	4th and Central, one unit	$ 250
(2)	4th and Front, three units	750
(3)	North side 4th, east of railroad, one unit	1,000
(4)	6th and Front, four units	1,000

Illumination Continued:	
(5) Main and Front, one unit	$ 250
(6) 8th and Front, four units	1,000
ILLUMINATION TOTAL	$ 4,250
Railroad:	
Install crossing gates at 4th Street including pre-emption of signals, 4th and Front	$55,000
RAILROAD IMPROVEMENTS TOTAL	$55,000
Fire Pre-emption System (OCTICOM):	
Four intersections at $1,400 each	$5,600
OCTICOM TOTAL	$5,600
Signing:	
Four overhead cantilever guide signs	$30,000
One ground mounted guide sign	1,000
Front Street "No Parking" signs	400
SIGNING TOTAL	$31,400
Preliminary Engineering and Contingencies:	$40,000
PRELIMINARY ENGINEERING TOTAL	$40,000
TOTAL PROJECT COST ESTIMATE:	$221,000

NOTE: Railroad crossing gates at 4th Street, $55,000 item above, to be funded by "403" safety program. Balance of project to be an "F.A.U." project.

This application is an official request from:

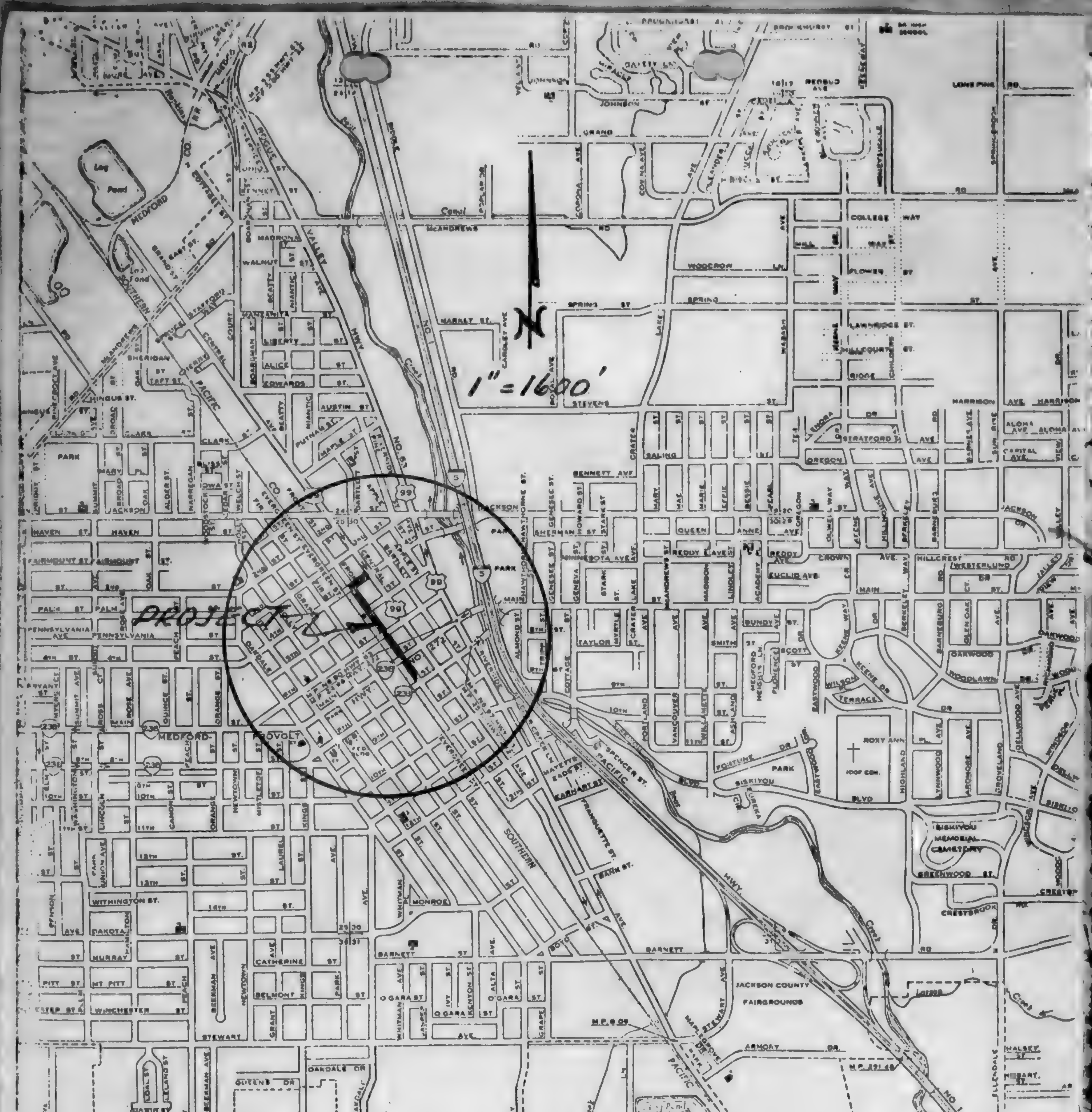
CITY OF MEDFORD

By: RICHARD STEVENS
City Manager

RDK:RS:do

Attachments

DATED: Feb. 5, 1975



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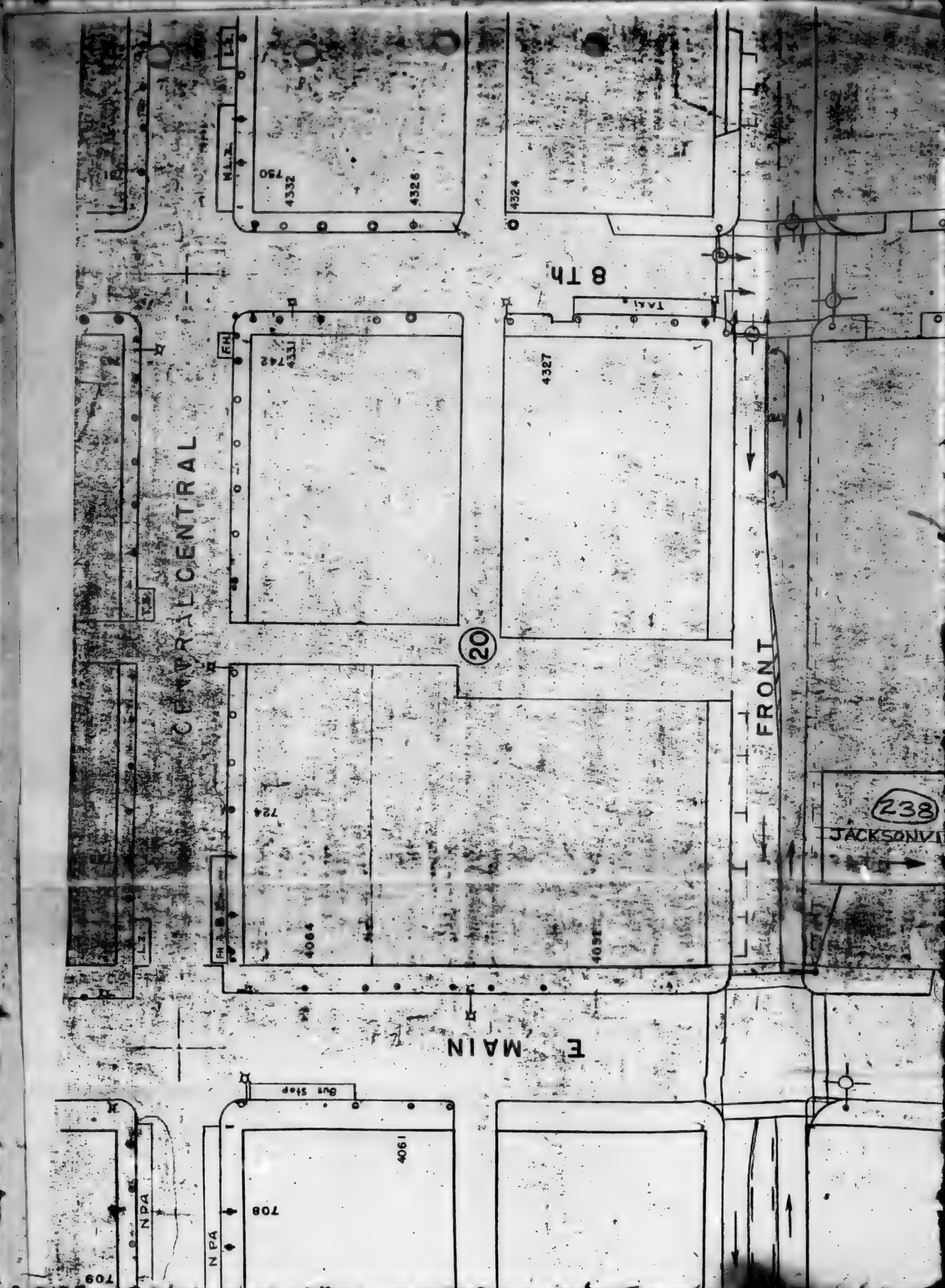
PROJECT
MEDFORD
PROVOLT
Log Pond
JACKSON COUNTY FAIRGROUNDS
SISKIYOU MEMORIAL CEMETERY
SOUTHERN PACIFIC
ROGUE VALLEY HWY
JACKSON
MAIN
McANDREWS
STEVENS
BARNETT
STEWART
GARFIELD
BIDDLE RD
CRATER LAKE AVE
SISKIYOU BLVD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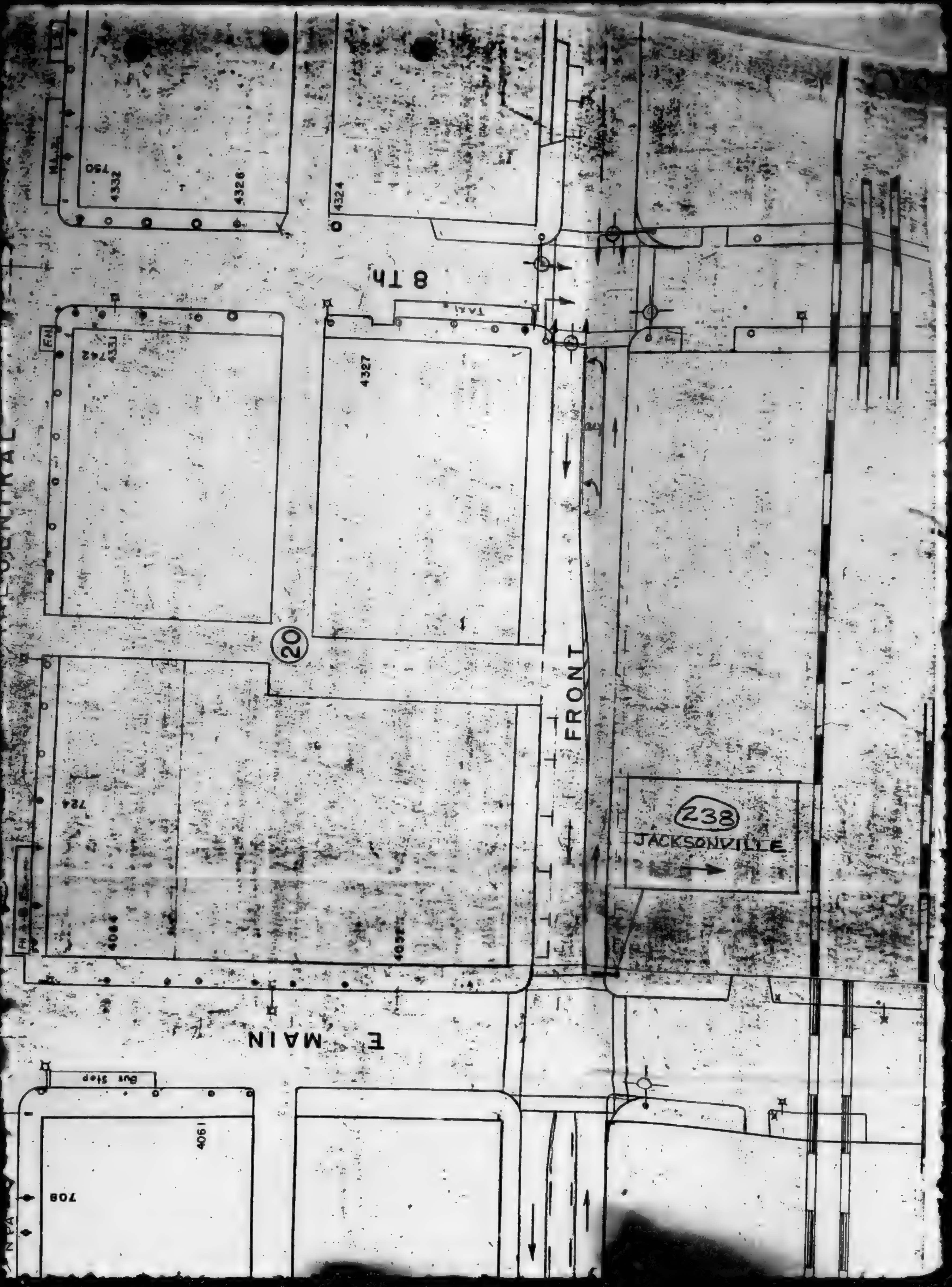
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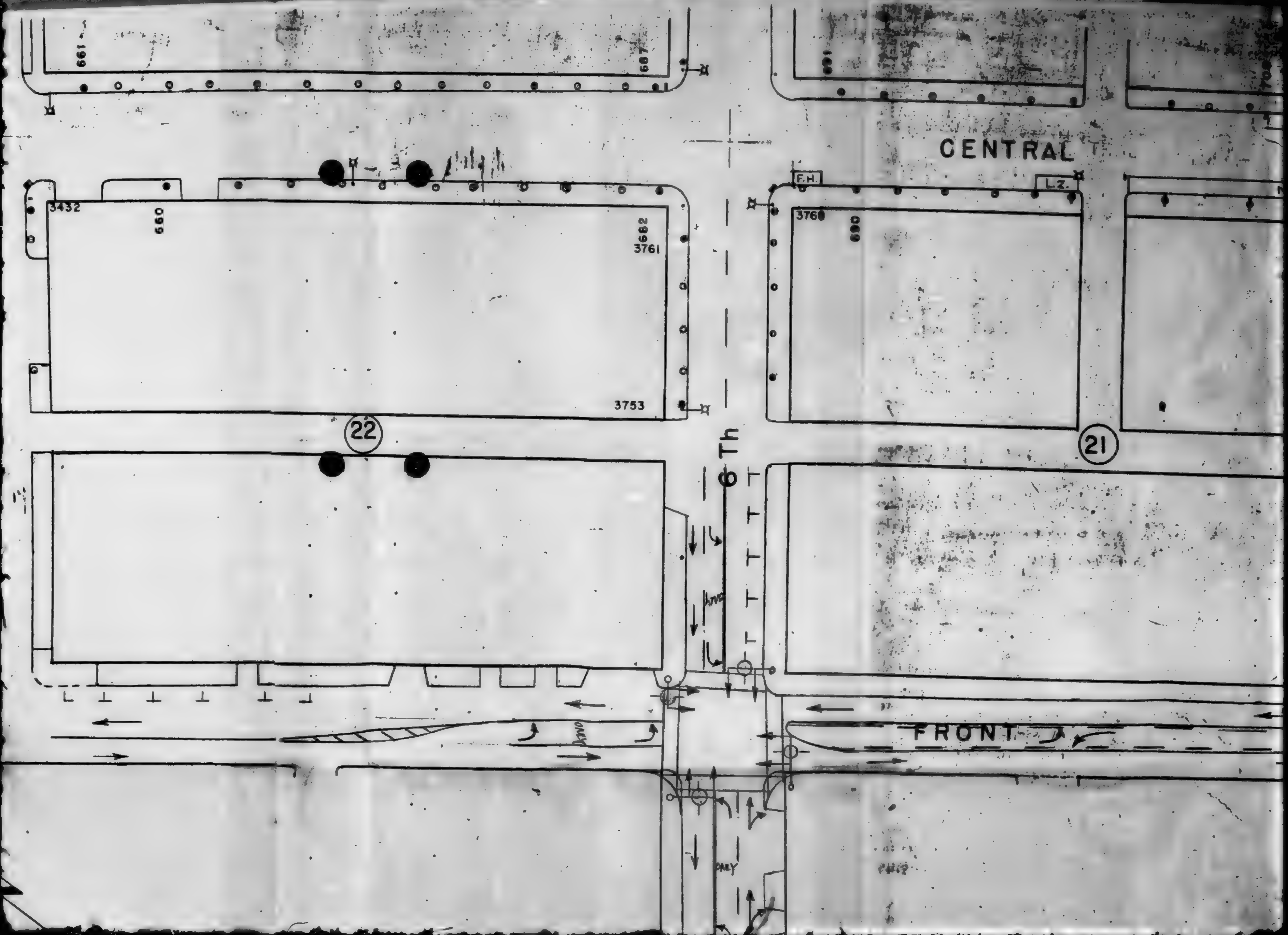CENTRAL
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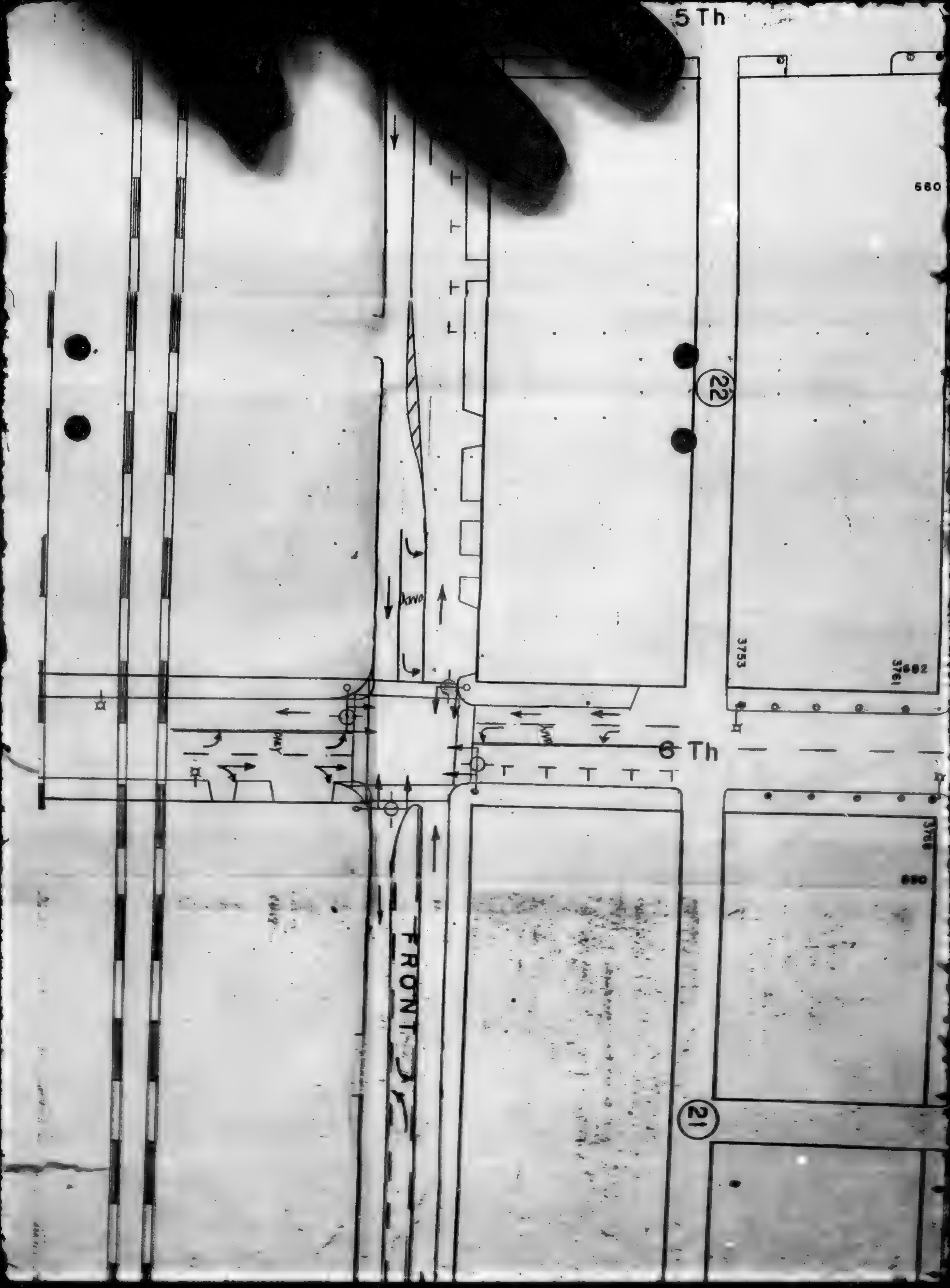
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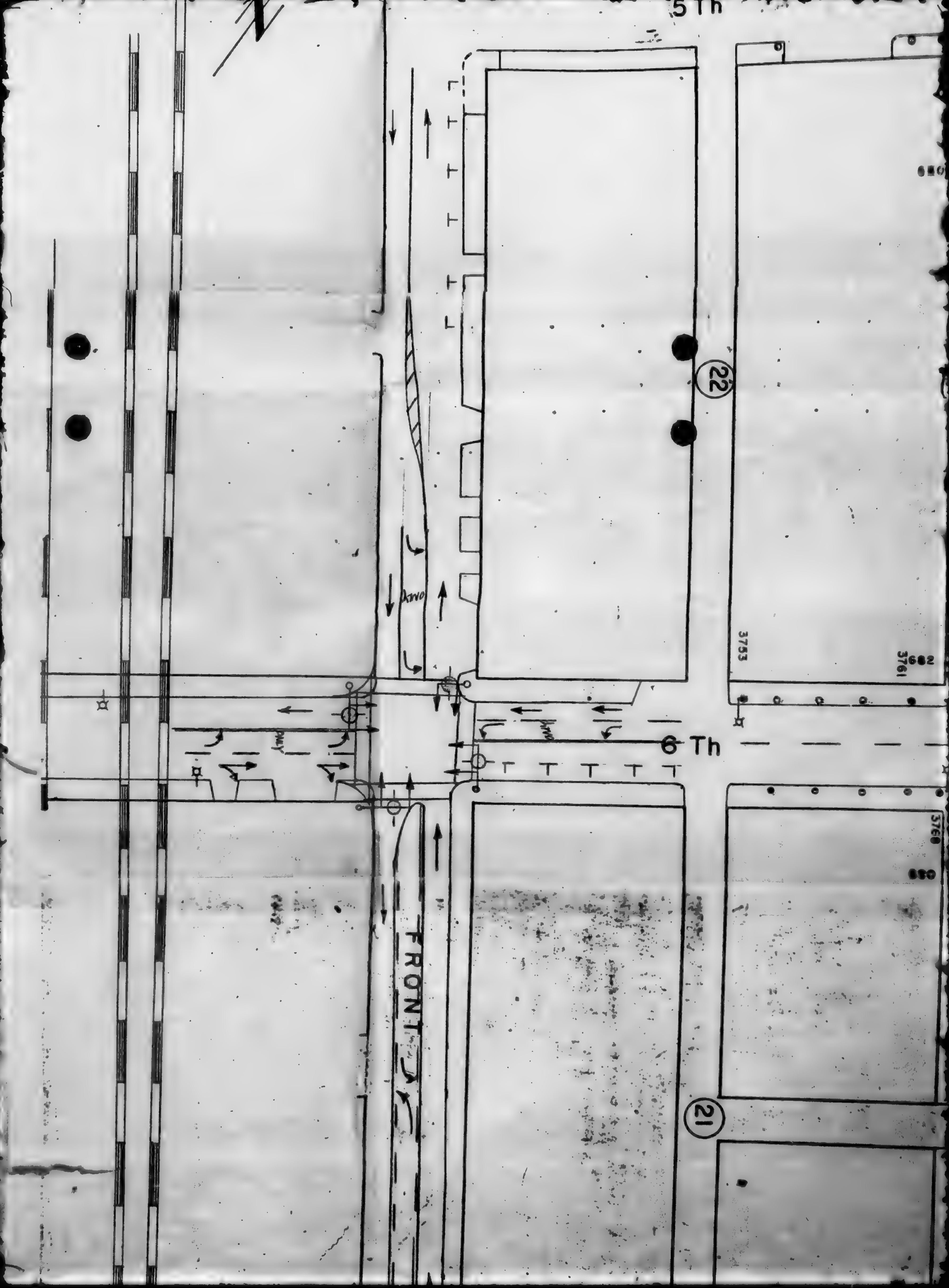
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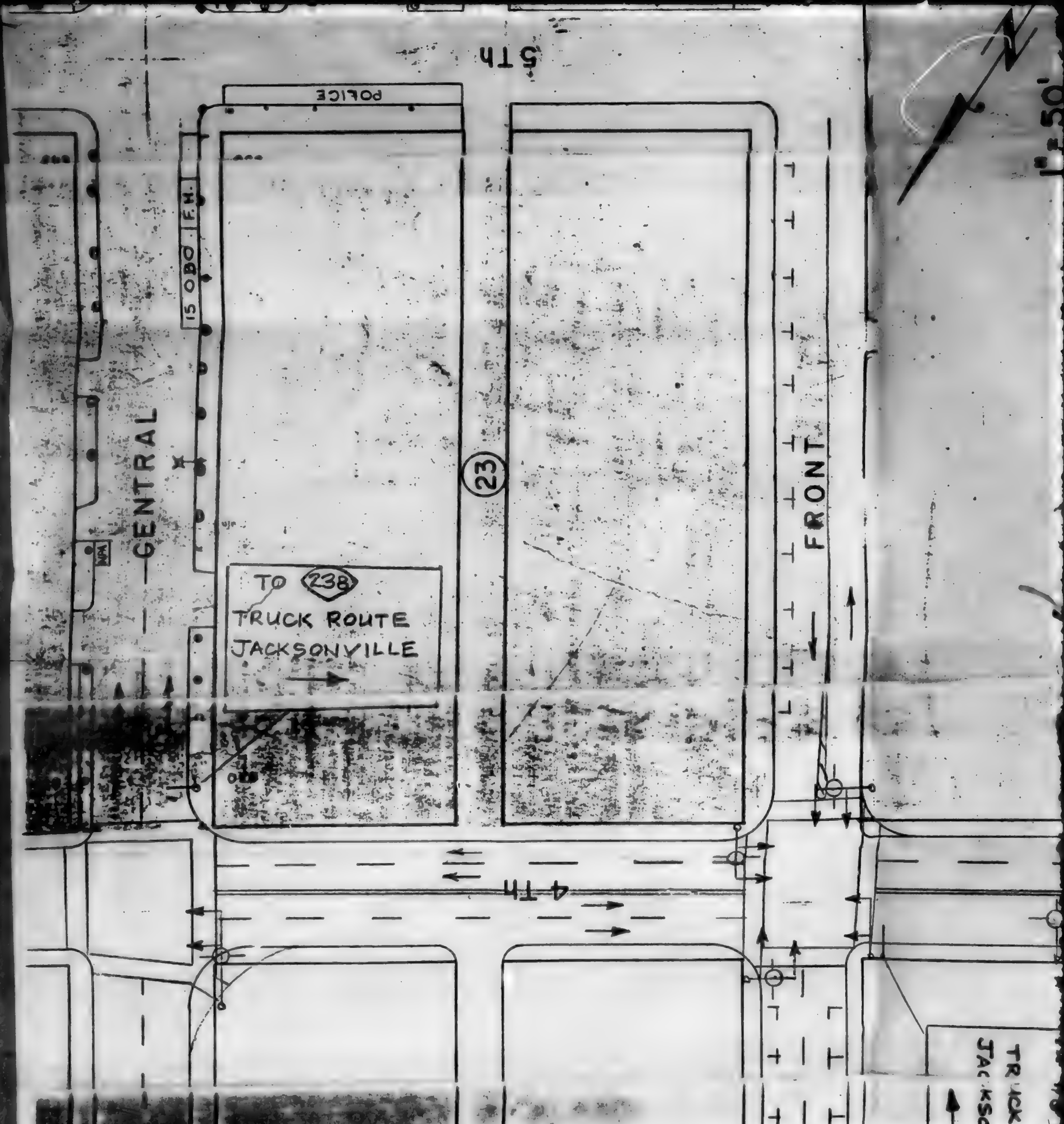
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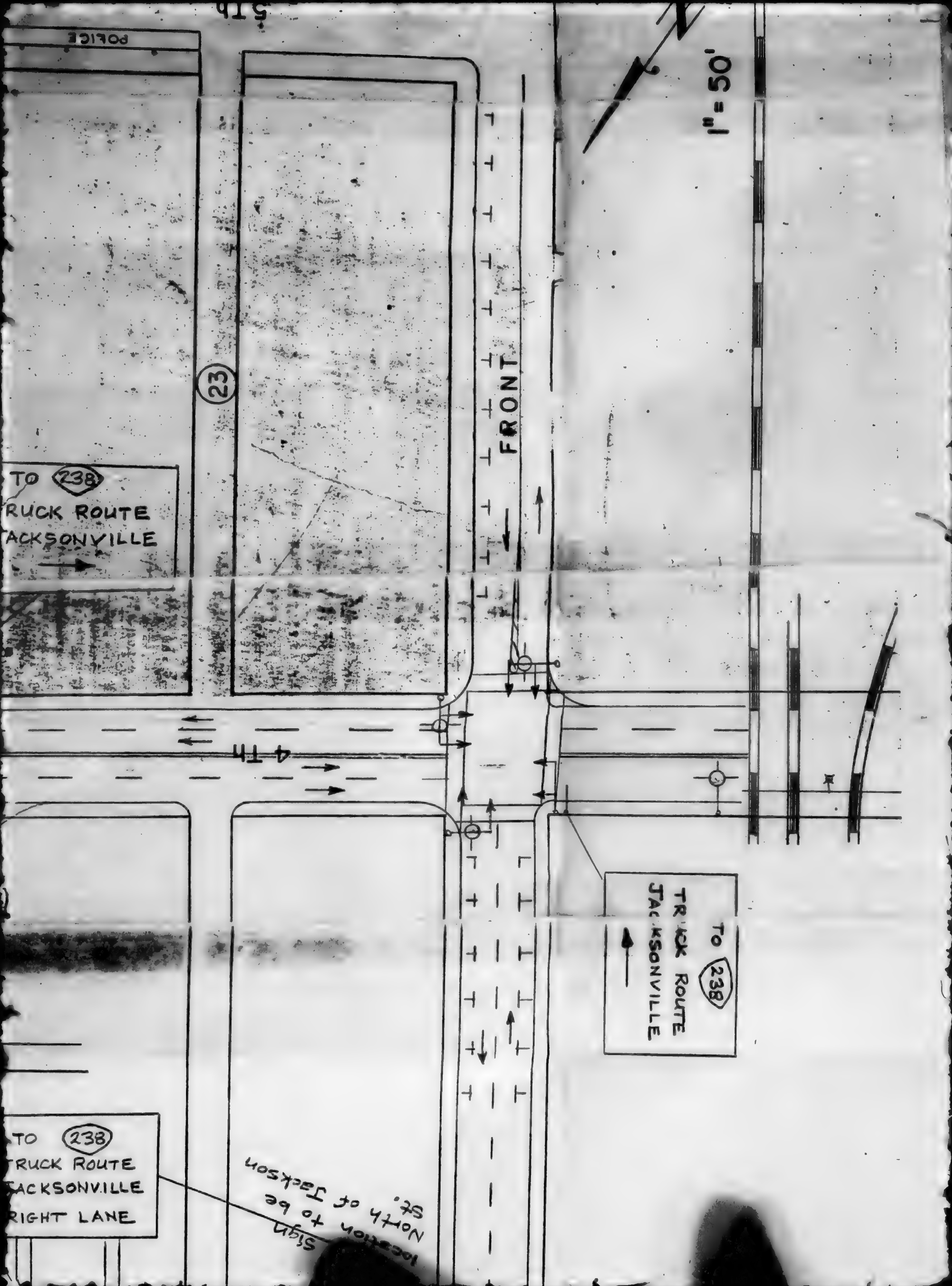
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location Sign
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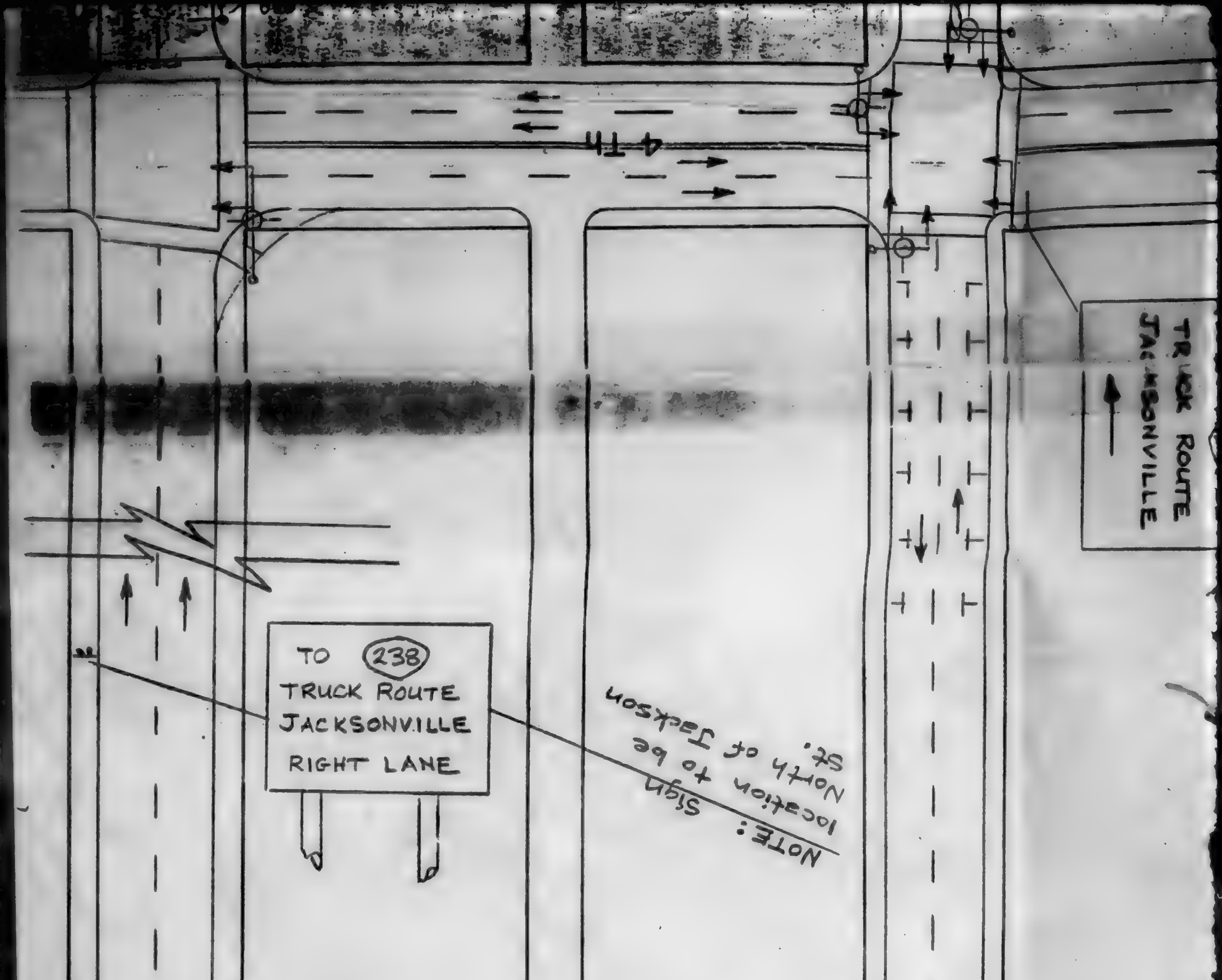
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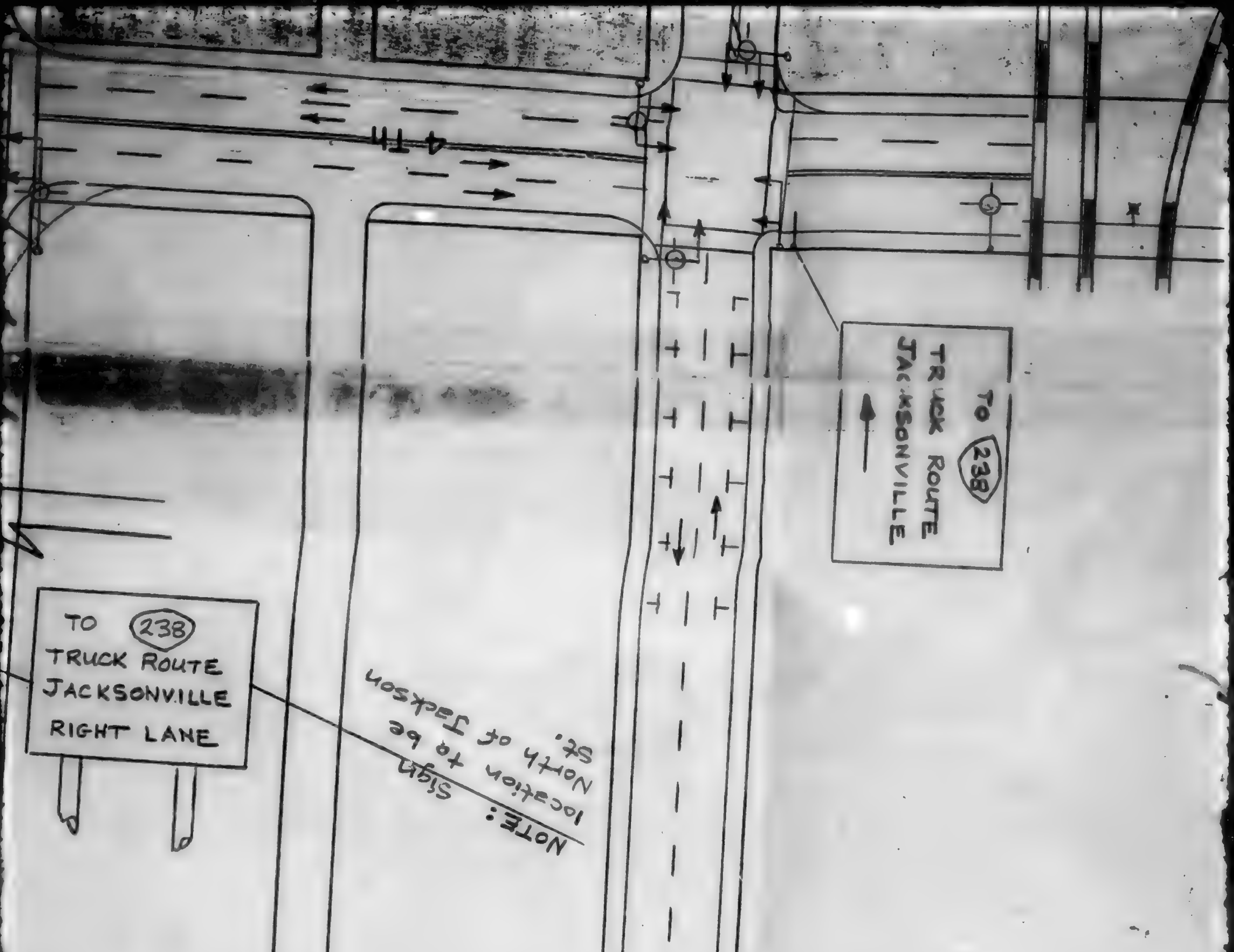
TRUCK ROUTE
JACKSONVILLE
TO 238
TRUCK ROUTE
JACKSONVILLE
RIGHT LANE

NOTE: Sign location to be North of Jackson St.


4TH
TO (238) TRUCK ROUTE JACKSONVILLE
TO (238) TRUCK ROUTE JACKSONVILLE RIGHT LANE
NOTE: Sign location to be North of Jackson St.

Medford
Sent FAU
& Safeties

November 26, 1974

Mr. Robert D. Kortt
Traffic Engineer
Public Works Department
City Hall
Medford, Oregon 97501

RE: Front Street Truck Route Proposal

Dear Mr. Kortt:

Giving specific advice on the proposed Front Street Truck Route at this time is rather difficult, partially due to lack of information as to location of the project.

It has been noted that your recent submission for the Medford Urban Area has 4th, Front, and 10th Streets on the proposed FAU System. Upon approval of the Urban Area, this of course makes all these streets eligible for FAU funds.

Funding under Title II might be as follows:

Railroad Crossing Gates,	Section 203	(FAU System)
Traffic Signals,	Section 209	(Non-system)
High Hazard,	Section 210	(FAU System)
Railroad Crossing Gates,	Section 230	(Non-system)

Applications for these should be directed to L. E. George, Traffic Section of the State Highway Department.

On approximately October 9, I personally delivered a request for the City of Medford to inventory all their railroad crossings as to the following: advance warning signs, pavement markings, stop signs, and protective devices such as gates, cross bucks, etc. This data is to be used in a region-wide program consisting of five counties and some twenty-five cities, to bring all railroad crossings to standard. Funding would be 90% federal and 10% local. I mention the above at this time because it might work in very well with your Front Street Truck Route.

The only funding monies available, to the knowledge of this office, are FAU and Title II funds.

2/14/75
Y Clark [illegible]
FAU request truck route – but
to Salem for [illegible] – [illegible] LEG
KU [illegible] [illegible]
returned it to [illegible] next
in combination of Front St.

☑ ENGR ☑ [illegible] ☑ [illegible]
☑ [illegible] R a

We would urge the City to submit an FAU project application as soon as possible, even though your Urban Area has not been definitely resolved as yet. We are therefore enclosing for your use two FAU request forms. Please submit one completed form through Glenn Clark, Region Federal Aid Engineer, Roseburg, Oregon.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm
Encl.

cc: Alfred Shirley, Jr.
L. E. George

☐ ENGR. ☑ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

34

Medford
Ctr

CITY OF MEDFORD
OREGON

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

November 20, 1974

Mr. H.S. Cox
City-County Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

The City is preparing to submit an application for a project under the 1973 Highway Act. The project will be called the "Front Street Truck Route." Some of the improvements listed in this project will be:

(1) Signalization
(2) Illumination
(3) Increased curb radius, three locations
(4) Some right-of-way required
(5) Crossing gates at 4th Street crossing and signal pre-emption
(6) Cantilever guide signs

At this time we are concerned as to how the various improvements will be broken down for funding. For instance, we understand railroad crossing improvements may be funded under Section 209. Other portions would be funded by F.A.U. funds. Being a truck route, would any F.A.P. funds be committed? Would other funding be possible? If so, please advise.

If funding is possible by more than one account, how will coordination be established to encumber funds necessary to allow this project to be constructed under one contract or will more than one contract be necessary?

These are general questions of the nature to help us plan this project. As soon as we know how the project will be funded, we will either submit the complete project or stage it over several years.

Thank you for your cooperation and service.

Very truly yours,

Robert Kortt
Robert D. Kortt
Traffic Engineer

RDK:do
cc: L.E. George
Alfred Shirley Jr.

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27

Medford

Mr. Duane Scroggins
Director of Public Works
City Hall
Medford, OR 97501

August 30, 1973

Re: Central-Front Street Plan
City of Medford
Jackson County

Dear Mr. Scroggins:

We have completed the condition survey of Front Street and the results are not too favorable. It would appear a 5-inch overlay would be necessary to bring existing Front Street up to acceptable 20-year design standards. Because of the excessive crown now, this would be virtually out of the question.

I have attached a copy of the report we received from our Base Design Engineer which sets forth the typical section that would be necessary for complete reconstruction. The initial stage has a price tag of approximately $434,400 and the final stage would be an additional $43,400. This estimate does not include right of way costs of approximately $333,000 or undetermined drainage revision and construction costs.

If you wish to pursue your proposal further on the basis of this new information, please let me know.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY J. X. WILSON

By J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

bc H. S. Cox ✓
C. J. Gregg
Elliott Parker

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AUG 31 1973
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 23, 1973

TO Victor D. Wolfe
Location Engineer

FROM C. J. Gregg
Base Design Engineer

SUBJECT
Condition Survey
Front Street (4th St.-10th St.)
City of Medford
Jackson County

[illegible] REGION
RECEIVED
AUG 28 1973

The condition survey for the subject section has been completed, and following is a brief description of the work done and our recommendations:

Thirteen holes were drilled between 4th Street and 10th Street on Front Street. The asphaltic concrete wearing surface varied in thickness from two inches to five and one-half inches, and generally appears to be composed of a series of patches over the original wearing surface. The base material is a weak cement treated base, and is from four to five and one-half inches thick, excepting the area between 6th and 8th Streets which consists of three to three and one-half inches asphalt treated material, with very little strength. Pit run base was evident in four holes to depths of two, two, three, and eight and one-half inches.

Seventy-one deflection measurements were made, and below are the results:

Average Deflection	=	0.022
Evaluated (80%) O & IWT	=	0.032
Traffic Coefficient	=	8.7
Twenty Year E.W.L.	=	8,305,200
Tolerable Deflection	=	0.012
Percent Reduction Required	=	62.5
Crushed Base Equivalent Requirement	=	10.0"
Asphaltic Concrete Overlay Required	=	5.0"

A five-inch asphaltic concrete overlay would be required to successfully complete the planned twenty year design period, 1973 to 1993.

It should be noted that Front Street is curbed full length and has an unusually high crown; these vertical controls preclude placing the depth of overlay as shown above.

A section for "New Work" would be as follows:

R value = 6
Traffic Coefficient (1973-1993) = 8.7
2.0" Asphaltic Concrete (Final Application)
4.0" Asphaltic Concrete (Immediate)
7.0" Treated Base
4.0" Aggregate Base

1.0" Asphaltic Concrete Wearing Surface = 2.0" Aggregate Base
1.0" Asphaltic Concrete Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Stone Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.5 and a C.B.E. Requirement of 24.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) should be made to determine the proper time for placing the "Final Application."

CJG:af
Attachments
cc: A. Shirley
(Attention: J. X. Wilson)
Elliott Parker
H. S. Cox

Page ____

TRAFFIC ANALYSIS

SECTION: Front St.
HIGHWAY: City of Medford
COUNTY: Jackson

3000 Present ADT (1973)

6 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	1.6	192	156	900	140,400
3	35	1.6	56	46	2000	92,000
4	5	1.6	8	7	2500	17,500
5	20	1.6	32	26	6360	165,360
6	0	---	--	--	5140	- - - -
					TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 415,260

TWENTY YEAR EWL 8,305,200

TRAFFIC COEFFICIENT 8.7

Front St. - Medford
File

NARRATIVE SUMMARY

Front St. Medford, Oregon
From 4th St. to 10th St.

Area mentioned was visually inspected in the process of coring for base samples. Entire street is made up of local patches. Wearing surface consists of several thin lifts or overlays. Surface cracks were noted throughout the entire length of the street. Break-up was most pronounced between 6th St. and 8th St. Core samples showed this area to be a total asph. conc. thickness of approximatly 6½ inches, consisting of 1" wearing surface 2" base course and 3½" of what the city called Bituminous Base. This Bit Base appcars to be 1½ - 3/4" Agg with a binder shot of oil on top. It is very pourousand lacks in any strength. There is a Thin layer of bar run sand and gravel under the Bit Base and the soil is a sandy clay slightly granular in nature. This is the worst section of the street.

Balance of the street is made up of average of 4" of Asph. wearing surface and base course. In several places this is made up of as many as 5 or 6 different lifts and skim patches. The asphalt is laid on approx. 4" of a poor grade of concrete. It appears to be constructed of a dirty bar run gravel for the aggregate. It is predominantly sand with some large aggregate, 3" to 4", in it. There is not much bond between the large aggregate and the cement and although whole cores were obtained, the concrete has a tendency to be weak and crumbly. From 4th to 5th and 8th to 9th there was evidence of a thin layer of bar run gravel under the concrete. From 9th to 10th ther was no Base Rock encountered in any of the test holes. Concrete in this area was laid over a clay loamy type of soil containing some tree roots.

Entire street has concrete curb and gutter. It is all extremely high crown section. Average depth of surfacing at center line is approx. 2 inches thicker than at the gutter line.

Region Testing Tech. III

Rock M Pope

Rook M. Pope

**OREGON STATE
HIGHWAY DIVISION**

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

R. D. Kortt
Traffic Engineer
City Hall
Medford, OR 97501

April 27, 1973

Subject: Medford Viaduct Parking Lot
Riverside Avenue 3-Laning
Rerouting ORE99, Central
Ave. to Front Street

file this 27

Dear Mr. Kortt:

This will acknowledge your April 17, 1973 letter and our discussions on the three subject items.

(25)

Item No. 1 - Medford Viaduct Parking Lot

We will proceed with the machinery required to amend and extend the 10-6-66 Permit Agreement or initiate a new agreement, whichever is required. The matter of mounting the luminaire units on the structure has been informally discussed with the Federal Highway Administration and indications are that their approval can be secured. Plans for this work will have to be formally approved through our Bridge Division and FHWA, however.

For handling the viaduct deck drains, cleanouts on the bridge drain pipes are required for maintenance. Type "B" concrete inlets (see enclosed standard drawing 2105A) are required at grade with the protective column islands. Drain pipes from these inlets as well as parking lot area drainage out to Bear Creek should be planned with the current construction on the Medford Bikeway. Type "C" curbs around the bridge column islands, for physical separation of the parking area from the Bikeway, and for delineating the parking area itself are required. (See enclosed standard drawing 2077).

RECEIVED
COUNTY & CITY SECTION
APR 27 1973
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ HE ☐ RPE ☐

26 **Item No. 2 - Riverside Avenue**

We will field check for possible problems in 3-laning Riverside Avenue relative to the parabolic crown section in critical sections, as promised. Consideration will be given to the signal head revisions required.

27 **Item No. 3 - Central/Front Plan for Southbound OR.99 Traffic**

We will review this item further and the City will be provided with a recommendation.

In summary, we are receptive to your proposals on Items 1 and 2 subject to the Permit Agreement mechanics and further checking on possible geometric problems relating to the 3-laning.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

By JOHN W. SHELDRAKE
Regional Maintenance Engineer

JWS/cw
Encl.

bc George Thornton, w/encl.
B. E. Brown, w/encl.
H. S. Cox, w/encl. - Please advise if the Permit Agreement dated 10-6-66 for use of airspace under the Bear Creek (Medford) Viaduct can be amended to extend to requested work.
Earl Purdy, w/encl. - We need a few cross sections in tight spots on Riverside to check for clearance with 3 lanes.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

April 17, 1973

Mr. Alfred J. Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Viaduct Parking Lot
Riverside Avenue
Central Avenue - Front Street

Dear Mr. Shirley:

This letter is a three part letter which discusses the above mentioned projects which we reviewed in the field with you and others on April 17, 1973.

State #25

No. 1 - Viaduct Parking Lot

Enclosed herewith is a print of proposed parking lot under the Freeway viaduct east of Bear Creek between 8th and 10th Streets. We request that you renew our previous permit to construct the facility. Furthermore, we request approval to mount mercury vapor wall-pack luminaires on the structure to illuminate the parking lot and bicycle trail. This project will be financed 100% City funds as our contribution toward making Items No. 2 and 3. possible as outlined in our Area-wide TOPICS Plan. We have approval to begin construction as soon as the details have been worked out. We would also like a recommendation for controlling and draining the storm lines which are anchored to the structure at approximately every other pier. As soon as we have necessary approvals, we will proceed with the project.

26

No. 2 - Riverside Avenue

The City is requesting that the State Highway Department convert Riverside Avenue to three lanes of traffic from Boyd Street to McAndrews Road. Parking should be removed at least on the west side of Riverside from Boyd to Jackson and on both sides from Jackson to McAndrews. Several studies indicate this section is over capacity and the additional lane is needed to handle the Riverside traffic volumes. It is suggested this project be a cooperative agreement between the City and State and that the City's share be considered as contributing Item No. 1 to make parking removal feasible. Please prepare appropriate plans and studies to facilitate this installation. The existing centerlines will have to be removed, new lane lines striped, and no parking signs installed where parking has been removed. In our opinion it would also be desirable to paint the curbs yellow. At Main and Riverside the existing asphalt island will have to be removed. Some signal head revisions will be required. Some signal heads will need relocating and at Riverside and Main the signal heads could be converted to red-amber-green instead of the red-amber-green arrow indications. We suggest we treat this project as a separate item, not involving the viaduct parking lot or the Central-Front Street proposal.

#2 No. 3 - Central - Front Street Plan for Southbound Traffic

This item discusses the possibility of rerouting southbound Central Avenue traffic on U. S. 99 to Front Street. The enclosed map shows the route revision from 2nd to 12th Streets. Under this proposal Central will remain as a two-lane facility from Manzanita to approximately Maple Street unless your studies show a necessity to three-lane this section of Central also. At Maple Street we will begin 3 lanes southbound. Southbound traffic will be routed to Front between 2nd and 3rd Streets. Southbound traffic would then be routed south on Front Street which is proposed to be converted to 3 lanes with parking removed from both sides of the street. Traffic would be routed back onto Central by a new connection between 11th and 12th Streets. To facilitate this plan, traffic signals would be required at 4th and Front and at 10th and Front. Signals should also be pre-empted by the railroad crossing. Signal modifications would be required at other existing signalized intersections on Front and Central. The City is requesting that the State study this concept and give the City a recommendation. City is suggesting that U.S. 99 southbound be along the Central, Front Street route and back to Central at 12th Street and that the section of Central between 2nd and 12th Streets be converted to a City street. This plan is compatible with long range planning which indicates Front Street to be the southbound arterial through the central business district. It is further suggested that parking be removed at this time on Central from 10th Street to Riverside to provide for 3 lanes of traffic southbound. The southerly terminus should be studied and re-designed to bring 3 lanes into Riverside.

We tentatively are considering making Item No. 3 a TOPICS project, providing funds are available.

Thank you for your cooperation.

Very truly yours,

R. D. Kort

R. D. Kort
City Traffic Engineer

RDK:pt

cc: Duane Scroggins
Richard Stevens
Councilman Monty Stamper

8481 Head Rd.-Airport Rd. Sec. 1977
N. of Medford
(Grading, paving, signing & signals)#2

C c A 5770 8-9-76
C c A 5945 11-29-76

OREGON STATE
HIGHWAY DIVISION

FORM 81-734-1180

HIGHWAY DIVISION INVOICE

NO. 130678

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-26-80	CC 2074	

CREDIT DISTRIBUTION

325.00	8843.61 CR
515-2516-297	8843.61
515-2516-296	8843.61 CR

JACKSØC
Jackson County Board of Commissioners
Courthouse
Medford, OR 97501
Attn: Robert Carstensen, Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
R.W costs Head Road-Airport Road Section FAS-A363 (Formerly 15-107) RS-15-107(3) Contract NO. 8481			
County Share of Costs			$22,543.61
County Advance Deposit			13,700.00
AMOUNT DUE			8,843.61
FINAL			

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-29-80	CC-2074		515-2516-297

BILL TO: Code:

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501
Attn: Mr. Robert Carstensen, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: R.W Costs Head Road-Airport Road Section FAS-A363 (Formerly 15-107) RS-15-107(3) Contract No. 8481			
County Share of Costs			$22,543.61
County Advance Deposit			13,700.00
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 13,700.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,700.00
Balance	$ 3,000.00
Transfer to Highway Fund	$ 3,000.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1715, CC 1734

Amount Due . . . . . $ 8,843.61

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** October 29, 1980

COUNTY Jackson **Contract No.** 8481 **Date Completed** ______________

PROJECT #A353 (Formerly 15-107) **Section** Head Road - Airport Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
R/W Costs	(Federal Participation)	$198,720.00
Acquisition Costs		24,539.51
TOTAL		$223,259.51
R/W Costs	(Non Participation)	$ 4,185.00
Acquisition Costs		2,507.18
TOTAL		$ 6,692.18
Total Cost		$229,951.69
Federal Funds Collected		$191,556.66

County Share of R/W Costs are as follows:
1/2 ($223,259.51 - $191,556.66) + $6,692.18 = $22,543,61

County's Share of R/W Costs	$ 22,543.61
County's Advance Deposit	13,700.00
AMOUNT DUE STATE	$ 8,843.61

Reference: Billing Form CC-2074

FORM 734-1745

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO.. RS-16-107(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 2-22-76 To: 6-22-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$229,951.68	$223,259.51	85.80%	$191,556.66	$191,556.66	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skeen, Controller	9-17-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Head Road-Airport **Jackson County**					
	Type Code R.O.W.					
	Right-of-Way (Sta. 32+40 To 100+95.8)					
	Right-of-Way	All Required			$198,720.00	
	Total R.O.W. Costs				$198,720.00	
	Acquisition Expense					
	State	All Required			$ 24,539.51	
	Total Acquisition Expense				$ 24,539.51	
	Total Participating Cost				$223,259.51	
	Nonparticipating Items					
	Right-of-Way	All Required			$ 4,185.00	
	Acquisition Expense	All Required			2,507.18	
	Total Nonparticipating Cost				$ 6,692.18	
	Total Cost				$229,951.69	

Participating costs are for Right-of-Way actually incorporated in the final project- and all costs have been previously certified by the Right-of-Way Engineer.

Plan have been approved by FHWA.

Prepared based on Participating Costs as shown on the Federal Billing as of 7/30/80.

AMOUNT CARRIED FORWARD

```
                               ** JOB TOTALS **              **                  **     9,013.55  **

   HEAD RD-AIRPORT RD     CONT NO       * FA PROJ NOS RS  510703 100                                  STATE
                            515   2516    296     00 N 9       267.91CR         267.91CR   202,256.66CR
                            515   2516    297     00 N 9                                    10,700.00
                            515   2516    298     00 N 9       267.91           267.91     191,556.66
                            515   2516    401     00 P 1                                   149,040.00
                            515   2516    401     00 N 1                                     4,185.00
                            515   2516    403     00 P 1                                    15,865.00
                            515   2516    404     00 P 1                                        90.00
                            515   2516    405     00 P 1                                    32,505.00
                            515   2516    407     00 P 1                                    11,261.94
                            515   2516    408     00 P 1                                     1,220.00
                            515   2516    409     00 P 1                                       726.10


TOTAL TO DATE JOB COST SUMMARY                                         AUGUST 1980       PAGE  907
                                                                         FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                            515   2516    412     00 P 1                                     1,735.32
                            515   2516    413     00 P 1                                       226.18
                            515   2516    413     00 N 1                                        16.68
                            515   2516    414     00 P 1                                     8,467.56
                            515   2516    420     00 P 1                                        32.22
                            515   2516    426     00 P 1                                     1,015.89
                            515   2516    426     00 N 1                                     2,490.50
                            515   2516    920     00 P 1                        186.55         190.30
                            515   2516    920     00 N 1                        186.55CR
                            515   2516    930     00 P 1                                       571.67
                            515   2516    950     00 P 1                                       312.33
                                          TOT        P1                         186.55     223,259.51
                                          TOT        N1                         186.55CR     6,692.18
                                       ** JOB TOTALS **              **                  **   229,951.69  **

   APPLEGATE RIV BR REPLACEMENT  CONT NO    * FA PROJ NOS RS  323001 100                             STATE
                            517   2513    296     00 N 9                                       440.00CR
                            517   2513    298     00 N 9                                       440.00
                            517   2513    407     00 P 1                                     1,038.37
                            517   2513    414     00 P 1                                         3.11
                            517   2513    920     00 P 1                                        14.07
                            517   2513    930     00 P 1                                       100.54
                                          TOT        P1                                      1,156.09
                                       ** JOB TOTALS **              **                  **     1,156.09  **

   UPPER CALAPOOS BR SECT  CONT NO       * FA PROJ NOS RS  482002 100                             STATE
                            522   2510    296     00 N 9                                    18,298.81CR
                            522   2510    298     00 N 9                                    18,298.81
                            522   2510    401     00 P 1                                     2,495.00
                            522   2510    403     00 P 1                                     3,000.00
                            522   2510    405     00 P 1                                     4,740.00
                            522   2510    407     00 P 1
```

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-3-80	CC 2042		515-1091-297

BILL TO: Code:

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501
Attn: Mr. Robert Carstensen, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Head Road - Airport Road Section, Biddle Road FAS A363 (Formerly 15-107) RS-A353(1)			
Contract No. 8481			
County's Share of Construction Costs			$81,082.64
County's Advance Deposit			76,100.00
(Please attach itemized statement with billing)			

Advance Deposit Amount .... $ 76,100.00
Advance Deposit Previously Transferred to Highway Fund .... $ 60,100.00
Balance .... $ 16,000.00
Transfer to Highway Fund .... $ 16,000.00
Refund Due .... $ - - -

Amount Due . . . . . . $ 4,982.64

Partial or final request for billing .... FINAL

Number of the previous request in connection with this service. CC 1697, AD 269

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Robert H
for D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 7-3-80

County Jackson **Contract No.** 8481 **Date Completed** 2-28-78

FAS A353 Formerly (15-107) **Section** Head Road - Airport Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$ 990,600.78
Reimbursement from Medford Water Dept.		- 10,000.00
Permanent Striping		1,238.33
Temporary Striping		71.26
Signs		455.62
Construction Engineering		127,018.84
Liquidated Damages		- 2,818.65
EEO Monitoring Expense		859.45
TOTAL	(Federal Participation)	$1,107,425.63
Construction Payment	(Non Participation)	$ 1,728.20
Construction Engineering		1,476.90
Audit		40.25
Liquidated Damages		- 31.35
TOTAL	(Non Participation)	$ 3,214.00
Total Cost of Project		$1,110,639.63
Federal Funds Collected		$ 950,171.19

County's Share of Project Costs are as follows:
1/2 ($1,108,942.78 - $950,171.19) + $1,696.85 = $81,082.64

County's Costs	$81,082.64
County's Advance Deposit	76,100.00
AMOUNT DUE STATE	$ 4,982.64

Reference: Billing Form CC 2042

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Head Road-Airport Road Section					
	FAS-A 353-Head Road County Rd.					
	Jackson County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 32+30 To Sta. 100+95.84)					
	Final Contract Payment Summary	Lump Sum			$ 990,600.78	
SFO	#1 City 0f Medford Water Dept. to Reimburse Contract	All Required			(10,000.00)	cr
SFO	#2 Permanent Striping	All Required			1,238.33	
SFO	#3 Temporary Striping	All Required			71.26	
SFO	#4 Furnish and Install Signs	All Required			455.62	
	Total Construction				$ 982,365.99	
	Construction Engineering					
	State	All Required			$ 127,018.84	
	Liquidated Damages	Lump Sum			(2,818.65)	cr
	Total Construction Engineering				$ 124,200.19	
	Misc. Project Cost					
	Audit Expense	All Required			$ 40.25	
	EEO monitoring Expense	All Required			859.45	
	Total Misc. Project Cost				$ 899.70	
	Total Participating Cost				$1,107,465.88	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 1,728.20	
	Construction Engineering	All Required			1,455.90	
	Liquidated Damages	Lump Sum			(31.35)	cr
	Total Nonparticipating				$ 3,152.75	
	TOTAL PROJECT COST •				$1,110,618.63	
	Prepared based on participating cost shown on Federal Billing as of 3/20/80.					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 2-2-77

TO 10-3-79

FEDERAL AID PROJECT NO.

RS-A263(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,110,618.63	$1,107,465.88	85.80%	$950,205.73	$950,205.73	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 3/11/80

PASSED FOR PAYMENT

BY DATE

V.E. Skoog
Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

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TOTAL TO DATE JOB COST SUMMARY                                                              APRIL 1980       PAGE  203

DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR   CURRENT MONTH          FISCAL           GRAND TOTAL     ACTIVE YRS
                                                                                          YEAR TO DATE          TO DATE       BEG   END
                                    515   1076       915     00 P 1                            97.80             408.99       76    80
                                                     TOT        P1                          2,394.12CR        62,298.08
                                                     TOT        N1                          6,345.86
                                                  ** JOB TOTALS **                  **      3,951.74   **     62,298.08  **

  HEAD RD-AIRPORT RD N MEDFORD  CONT NO 8481 * FA PROJ NOS RS  353001 100                                      STATE
                                    515   1091       201     00 P 1   Payment to Contractor                  990,600.78       77    78
                                    515   1091       201     00 N 1   Payment to Contractor                    1,728.20       77    78
                                    515   1091       203     00 P 1   Liquidated                31.35          2,818.65CR     77    80
                                    515   1091       203     00 N 1   ~~Striping~~                31.35CR           31.35CR     80    80
                                    515   1091       270     02 P 1   Striping                                 1,238.33       78    78
                                    515   1091       270     03 P 1                                               71.28       77    78
                                    515   1091       270     04 P 1                                              456.62       78    78
                                    515   1091       291     00 P 1                               135.93                        77    80
                                    515   1091       291     01 P 1   County                                  10,000.00CR     77    77
                                    515   1091       296     00 N 9                7.64             7.64       1,010,271.19CR     77    80
                                    515   1091       297     00 N 9                                               60,100.00     77    77
                                    515   1091       298     00 N 9                7.64CR           7.64CR       950,171.19     77    80
                                    515   1091       900     00 P 1                               135.93CR     α 124,242.98     77    80
                                    515   1091       900     00 N 1               21.00            21.00          1,476.90     77    80
                                    515   1091       915     00 P 1                                40.25CR                      77    80
                                    515   1091       915   ? 00 N 1   Audit                        40.25             40.25      80    80
                                    515   1091       920     00 P 1   Planning                                  x 48.04       78    78
                                    515   1091       921     00 P 1   specs                                      125.00CR     77    77
                                    515   1091       950     00 P 1   Training                                x 2,852.82      77    78
                                    515   1091       985     00 P 1   EEO                                         858.46      77    78
                                                     TOT        P1                                  8.90CR     1,102,425.63
                                                     TOT        N1                21.00            29.90          3,214.00
                                                  ** JOB TOTALS **                21.00  **        21.00  **   1,110,639.63  **

  JEFF COUNTY PAVE MARKINGS     CONT NO          FA PROJ NOS PMS 00S014 100                                     STATE
                                    516   1046       278     01 P 1                                             25,527.51       75    77
                                    516   1046       278     02 P 1                                              1,476.47       75    76
                                    516   1046       296     00 N 9                                             27,162.59CR     75    79
                                    516   1046       298     00 N 9                                             27,162.59       75    79
                                    516   1046       900     00 P 1                                                158.61       75    78
                                                     TOT        P1                                              27,162.59
                                                  ** JOB TOTALS **                       **               **   27,162.59  **

  APPLEGATE RV BR SECTION       CONT NO 8919   FA PROJ NOS RS  323001 100                                      STATE
                                    517   1003       201     00 P 1           22,987.93        606,367.25        612,837.25       79    80
                                    517   1003       203     00 P 1            4,650.00CR       15,150.00CR       15,150.00CR     80    80
                                    517   1003       204     00 P 1                             11,420.41CR       11,420.41CR     80    80
                                    517   1003       204     00 N 1              916.89CR       18,140.45CR       18,463.95CR     79    80
                                    517   1003       296     00 N 9           42,026.82CR      614,932.08CR      614,932.08CR     79    80
                                    517   1003       297     00 N 9                             49,600.00         49,600.00       80    80
```

#8481

FAS 15-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Grants Pass, Oregon

11 December 1978

Keith L. Martin

FROM: Keith L. Martin
Resident Engineer

TO: Duane O. Christensen
Final Design Engineer

SUBJECT: Head Road - Airport Raod
FAS #353 (15-107)
Jackson County
Contract 8481

After reviewing your comments on the subject project, I feel that for the consideration of the "mounding technique" and unreinforced pipe is in order.

When working on a curb and gutter section the cross pipes from inlets to storm sewer on the other side of the road occur frequently enough that the contractor would be working short 200 to 300 ft. areas. This loss of efficiency should be reflected in either the unit price for earth work or pipe. Thus some of our savings in unreinforced over reinforced are either an illusion or come from the contractor error in bidding methods.

The other problem is removing the mound, fine grading, and placing the base material without damaging the pipe. This summer, with only 4" base rock, the pipe was still vulnerable when the A.C. delivery trucks are operating.

We have also experienced some difficulty inspecting pipes for damage after installation. If they do not crush a cracked pipe is not easily identified with a flashlight.

While you may be correct in your decision, I want you to realize that "mounding" is not as simple as it seems and may not actually present a savings.

cc: C.T. Keasey
Alfred Shirley, Jr.
Jack Sullivan
L.K. Watson
R. Dorn

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Eriksen
✓ Watson
Hagen
✓ Dorn
Lou
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
/ Christensen Don
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#8481

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
November 21, 1978

Duane O. Christensen
Final Design Engineer

Keith Martin
Resident Engineer

Head Road-Airport Road
FAS A353 (15-107)
Jackson County
Contract #8481

We have reviewed the construction narrative for the subject project and have the following comments:

In answer to your concern in relation to shallow pipes -- many times controls are such that we have no choice but to install them at a shallow depth. In these instances it is necessary that the contractor utilize the mounding technique.

We will review the problem associated with the use of unreinforced concrete pipe connected to siphon boxes. It may well be that we should go strictly to reinforced pipe in this application.

Thank you for providing us with input to improve our future projects.

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cc: C. T. Keasey
Alfred Shirley, Jr.
Jack Sullivan
L. K. Watson
R. Dorn

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BY FINAL DESIGN ENGINEER

NARRATIVE REPORT

Head Road - Airport Road Sec.
Jackson County
FAS-A353
Cont. No. 8481

This contract for grading, paving, signing and signals was awarded on March 11, 1977 to M.C. Lininger & Sons, Inc. The total original construction authorization was $1,087,285.09, and at the time of semi-final estimate the corrected estimate was $1,090,028.00.

The specified number of calendar workdays for completion of the contract was 200, while 253 calendar workdays were used. A time extension request has not yet been submitted, however, one is expected. Some additional time may be justified for additional work at the Airport Road intersection and possibly for a delay in the shipment of signal poles.

GRADING: The contractor began work on March 14, 1977 with his clearing and grubbing operation. General excavation began on March 28 in the vicinity of the siphon installation at Station 68 + 23. Excavation and embankment portion of the work proceeded fairly well, except during the month of May when heavy rains curtailed this operation. While excavating the old Head Road roadway numerous soft, mucky areas were encountered and excavation below grade was required. These areas were backfilled with 1"-0 aggregate base rock, which provided enough stability that C.T.B. could be placed and adequate compaction attained.

CEMENT TREATED BASE: Placing of C.T.B. began on June 29, 1977 on Table Rock Road. The C.T.B. was laid utilizing a D-8 Cat pushing a Blawknox P160 spreader box with oscillating screed. Compaction was obtained with a 10 ton Rex vibratory roller and trimmed with Cat 12F grader equipped with model GS-300 Grad-line auto-grade control system. In-place density was checked with the Troxler nuclear gauge after correlation with Washington Densometer. Using this system the contractor had some difficulty attaining the proper grade within the two-hour allowable time limit. When the blade carried a full load it would depress too deeply causing him to go below grade. He also had troubles with his sensing device that he never seemed to solve. He fought these problems throughout the job. Constant checking by the state and regrading by the contractor was required to produce an acceptable grade. I would not recommend this system.

Each lift of C.T.B. was cured using a CRS-2 emulsified asphalt seal. Initially he applied the seal at about 0.25 gallons per sq. yard, but had trouble obtaining a good membrane because the emulsion seemed to be too thick. At his request we allowed him to cut back the CRS-2 with 1/4 to 1/3 water which resulted in better penetration and a more uniform seal. We allowed him to continue using this cutback, but demanded he increase his application to 0.35 gallons per sq. yard.

During the excavation of Hamrick Road, HR line, the project superintendant realized he would have difficulty placing C.T.B. under traffic and requested we use 1" - 0 aggregate base. Price agreement # 8 was written to document this change to use 14" of aggregate base rock which is equivalent to the specified 8" of C.T.B. Also the 4' to variable width section of C.T.B. along the existing pavement from Station 32 + 30 to 36 + 00 was changed to 14" of 1" - 0 aggregate due to the difficulty of placing this narrow, variable width strip. The change resulted in a slight savings to the state due to the much higher cost of C.T.B. than 1" - 0 aggregate base.

IRRIGATION AND DRAINAGE: The installation of irrigation pipes and siphon boxes was the first order of business for the contractor as they had to be complete in time for irrigation season. In addition to the irrigation work as shown on the plans, two additional siphon installations were required by right-of-way obligations at Stations 68+23 and 75+97. The four additional siphon boxes were paid for under P.A. # 2. The 8 inch and 10 inch siphon pipes were paid for at unit prices for 8 and 10 inch sewer pipe, and trench excavation was extended at unit bid prices. The contractor would not accept the unit bid price for siphon boxes as these were much deeper than those on the plans.

After these lines were in place the contractor ran heavy scrapers over these lines and fractured the one at Station 68 + 23. He replaced the broken pipe at his expense. He had been repeatedly warned to mound over these areas while under heavy equipment traffic. Although the specs call for mounding over shallow pipes, it is very difficult to place base rock and perform other work over a mound. We should either look at using stronger pipe, or allow for more cover to subgrade. Unreinforced concrete pipe does not take much of a load to break it.

Don /

Another area we had a problem with is unreinforced concrete pipe connected to the siphon boxes. We had two sections break just outside the box where the heavy weight of a 10 foot fill causes the pipe section to act as a beam under flexural stress. Unreinforced concrete pipe has little flexural strength. Unless we can always expect to obtain more than 100% compaction under these pipes, more of this type problem will occur. Locally we've heard of this problem with sanitary sewer lines into manholes, they've apparently solved the problem by using a flexible pipe joint at the manhole, or using a higher strength pipe connection.

Storm sewer work proceeded with little difficulty, except for a conflict with the 36" concrete pipe crossing a 30"water main at Table Rock Road. After consulting the Hydraulics Section, the already nearly flat grade of the 36" pipe was flattened more, and a section of C. M. P. was placed over the 30" water main to lessen the effect of the pioe thickness. The Water Commission had informed us that this main could not be lowered at this time without cutting off water to most of the city of Medford. The end result seems to be working out alright.

Extra work order # 4 was written to have the drain ditch at Station 99 + 50 to 100 + 25 lined with gunnite. After this ditch was constructed, heavy rains occurred and water from this ditch seeped through the pervious sides into the subgrade causing an unstable, wet condition. Also it appears the heavy flow in the ditch would eventually erode out the bank, and water run out onto the roadway.

At Station 67 + 00 the ditch section coming from ahead on line drops down a steep fill and into the drain ditch at Station 67. Riprap was placed in this ditch coming down the slope to prevent extensive erosion. This was paid for by truck measure at unit bid price for riprap.

CURBS: The type A curb and gutter was placed with a self-propelled rubber tire extrusion machine. The subcontractor had numerous breakdowns in his machine, and many sections had to be removed. The alternate curb bedding of 1" - 0 aggregate shoulder material was used and brought to grade with an auger type grader attached to his machine. General appearance of the curb was good; however, minor variations in line and grade were experienced during the finishing. Variations in the consistency of the concrete caused most of this. P. A. # 7 was written to reimburse the contractor for constructing an extra height face of curb at TR Station 14 + 00 to 14 + 75 to avoid conflict with the 30" main under the concrete protective cap. This alteration is barely noticeable.

PAVING: Paving began on August 15, 1977 with the first lift at the Table Rock intersection so Table Rock Road could be opened to traffic the following day. The remainder of the paving resumed at a later date and continued with little difficulty. However, the contractor continually complained that the mix had insufficient asphalt. Finally when some cracking developed we obtained approval to increase the asphalt content from 5% to 5.5% on the top lift. This solved the cracking problem, but general appearance would still indicated insufficient asphalt. The final record tests on the core tests also indicate excess void content after recompaction and an increase in # 10 - 0 or asphalt was necessary.

SIGNING AND SIGNALS: A delay in shipment of the signal poles resulted in the road not being opened to traffic until January 19, 1978. The underground work was completed earlier, and the detector loops were placed in the base lift of A.C. pavement. The strain pole foundation in the NW quadrant was increased to 14 feet, and the other three were increased to 9 feet. These footings were in 7 to 10 feet fills, and it was felt they should be anchored into the existing ground for better support.

P.A. # 12 was written to compensate the contractor for installing a flashing yellow on the "Signal Ahead" sign at TR 16 + 90 left. This was determined necessary by the Region Engineer due to heavy traffic from the North on Table Rock Road approaching a new traffic signal just past a crest vertical curve.

The signing portion of the work proceeding with few problems. Plan locations were shifted slightly to allow for more sight distance. S.F.O. # 4 was written to install "Low Flying Aircraft" signs to warn motorists of approaching aircraft at the runway near Station 81. This was requested by the county. State Forces were used because the signing subcontractor had completed his work and out of the area.

GUARD RAIL AND FENCING: Only two short runs of guard rail were installed on the project at the approach to Bear Creek Bridge at Station 32 + 30. The subcontractor nearly killed his son while driving posts on the right. A pin holding the drive shaft assembly in place fell out, and the shaft fell on the boy causing heavy injury to his head, arms, legs and back. The punch had recently been in for repairs, and someone had forgot to replace a lynch pin to hold the main pin in place.

The short piece of type 1 guard rail at Station 100 + 60 left was not used. P. A. # 6 documented the deletion of this rail. The county concurred that this guard rail was not necessary since this road would no longer be in use and an existing gate would be closed and locked to prevent any straying traffic.

Type 2 fencing overran because of right-of-way obligation to install fence from Station 67 to 100 + 50 left; none was indicated here on the plans. Fencing in other areas was slightly less due to right-of-way agreements to allow property owners to install their own fence.

Right-of-way obligation also necessitated P.A. # 5 to install 36' double gates at Stations 90 + 65 and 95 + 50 on the right. Extra work order # 3 was written to remove and reinstall these gates because the property owner was dissatisfied with the steepness of the grade of the approaches as originally built. The right-of-way agreements had not covered this problem, however, we agreed that he had a legitimate complaint.

where are these apps?

Apps. not on original plans
A.W.

REVISION OF AIRPORT ROAD CONNECTION: Price Agreement # 4 was written to extend the limits of the project to revise the grade on the existing section of Biddle Road from 100 + 95 to 103 + 00 and Airport Road from Station AR 78 + 00 to 83 + 00. The existing section of Biddle Road was supered high to the right, in order to match Airport Road. The plans called for matching at Station 100 + 95.84 which would have resulted in a highly supered section on a tangent piece of highway.

The total cost of reconstructing this intersection was about $33,000. This involved the removal of existing curb and gutter on both sides, removing existing C.T.B. and pavement on the left, excavation of existing subgrade on Airport Road and on the left of Biddle Road, replacement of curbs, C.T.B., aggregate base rock and pavement to revised grades, addition of a type D inlet and 240 feet of 15 inch sewer, and all necessary temporary protection and direction of traffic measures.

The end result was a very suitable road connection.

Keith L. Martin
Keith L. Martin
Resident Engineer

HEAD ROAD - AIRPORT ROAD SECTION

Contract 8481 RS - A353 (1)
FAS A-353 Jackson County

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	Percent + or -
Contract Bid Items	$946,566.00	$959,706.27	+ 1.4
Anticipated Items	10,205.00	237.63	- 97.7
Contingencies	43,504.70	24,085.17	- 44.6
Engineering	87,009.39	118,500.00	+ 36.2
Credit for Liquidated Damages: 53 days @ $150./da.		7,950.00	
TOTAL CONTRACT COSTS	$1,087,285.09	$1,094,579.07	+ 0.7

EXPLANATION OF OVERRUNS AND UNDERRUNS

Head Road - Airport Road
FAS-A353 Jackson County
Contract No. 0481 FAS-A353(1)

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Mobilization	Lump Sum	All	All	0.0%
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	All	0.0%
3.	Temporary Signs	Sq. ft.	320	630.5	+97.0%
	Item was increased by Price Agreement No. 4, which also extends the project limits.				
4.	Temporary Barricades	Each	21	25	+19.0%
	Project limits extended, thereby requiring additional barricades. Temporary continuous rail.				
5.	Traffic Barriers, Reflectorized.	Lin. ft.	75	75	0.0%
6,	Flagmen	Hour	600	928.25	+54.7%
	Extended project limits requiring additional flagging time.				
7.	Clearing & Grubbing	Lump Sum	All	All	0.0%
8.	Removal of Structures and Obstructions	Lump Sum	All	All	0.0%
9.	Ditch Excavation	Cu. Yd.	3,450	3,450.59	0.0%
10.	General Excavation	Cu. Yd.	54,300	49,555.9	-8.7%
	Incorrect Original Estimate.				
11.	Trench Excavation	Cu. Yd.	2,840	4,263.21	+50.1%
12.	Watering	M-gal.	310	574.1	+85.2%
	This year (1977) was an unusually dry year, requiring additional watering.				
13.	Aggregate Shoulders	Ton	2,410	7,078.95	+193.7%
	Item was increased by Price Agreement No. 8 & 10, and Aggregate shoulder rock was used under curbs in lieu of C.T.B., Contractor's option.				
14.	Treated Base Mixture	Ton	28,400	25, 590.79	-9.9%
	Shoulder rock was used under curbs in lieu of C.T.B.; Contractor's option and item was reduced by Price Agreement Nos. 8 & 10.				
15.	Cement in Treated Base Mixture	Ton	1,560	1,281.023	-17.9%
	Item was decreased by Price Agreement No. 10.				
16.	Class "B" or Class "C" Concrete Mixture	Ton	12,000	13, 416.30	+11.8%
	Extended project limits and additional approaches.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
17.	Asphalt Cement in Mixture	Ton	780	737.772	-5.4%
18.	Asphalt in Tack Coat	Ton	4	4.11	+2.8%
19.	Concrete in Pipe Protection	Cu. Yd.	42	42.08	+0.2%
20.	Reinforcement in Pipe Protection	Lb.	2,400	3,681.36	+53.4%
	Incorrect original estimate.				
21.	12-Inch Culvert Pipe	Lin. Ft.	512	502	-2.0%
22.	18-Inch Culvert Pipe	Lin. Ft.	134	135	+0.7%
23.	36-Inch Culvert Pipe	Lin. Ft.	40	40	0.0%
24.	12-Inch Siphon Pipe	Lin. Ft.	670	529	-21.0%
	Incorrect original estimate.				
25.	18-Inch Irrigation Pipe	Lin. Ft.	108	107	-0.9%
26.	8-Inch Sewer Pipe	Lin. Ft.	68	201	+195.6%
	Item was increased by Price Agreement No. 1 to construct an irrigation siphon at sta. 75+97.				
27.	10-Inch Sewer Pipe	Lin. Ft.	102	357	+250.0%
	Item was increased by Price Agreement No. 1 to construct an irrigation siphon at sta. 68+23.				
28.	12-Inch Sewer Pipe	Lin. Ft.	1,224	1,230	+0.5%
29.	15-Inch Sewer Pipe	Lin. Ft.	1,070	1,257	+17.5%
	Original pipe required due to extension of project limits.				
30.	18-Inch Sewer Pipe	Lin. Ft.	24	31	+29.2%
	Incorrect original estimate.				
31.	30-Inch Sewer Pipe	Lin. Ft.	1,335	1,272	-4.7%
32.	36-Inch Sewer Pipe	Lin. Ft.	1,000	957	-4.3%
33.	30-Inch Arch Type Pipe	Lin. Ft.	124	164	+32.3%
	36" sewer pipe at sta. 15 on Hamrick Rd. changed to 30" arch to allow for more cover.				
34.	36-Inch Arch Type Pipe	Lin. Ft.	112	112	0.0%

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FIN QUANTITY	PERCENT + or -
35.	Extra for Pipe Under Pavement	Lin. ft.	112	112	0.0%
	Incorrect original estimate, pipe at Hamrick Rd. sta. 15+00 not under pavement.				
36.	Concrete Manholes	Each	8	8	0.0%
37.	Concrete Inlets, Type CG-1	Each	28	30	+7.1%
	Incorrect original estimate, plans show 30 required.				
38.	Concrete Inlets, Type G-2MA	Each	3	4	+33.3%
	One G-2MA inlet added @ sta. 99+50 left to allow for better drainage.				
39.	Concrete Siphon Boxes	Each	3	3	0.0%
40.	Concrete Diversion Boxes	Each	1	1	0.0%
41.	Special Inlets	Each	2	2	0.0%
42.	Special Siphon Boxes	Each	1	1	0.0%
43.	6-Inch Drain Pipe	Lin. ft.	110	0	-100.0%
	Item deleted from contract by Price Agrement No. 6.				
44.	8-Inch Drain Pipe	Lin.ft.	220	226	+2.7%
45.	Special Filter Material in Drains	Cu.yd.	36	30.22	-16.1%
	6" drain pipe was deleted.				
46.	Guard Rail, Type I	Lin. ft.	25	0	-100.0%
	Item deleted from contract by Price Agreement No. 6.				
47.	Guard Rail, Type 2A	Lin.ft.	225	225	0.0%
48.	Guard Rail, Type 3A	Lin.ft.	50	50	0.0%
49.	Guard Rail Anchors, Type I	Each	2	2	0.0%
50.	Extra for Guard Rail Bridge Connections	Each	2	2	0.0%
51.	Rail End Pieces, Type A	Each	2	0	-100.0%
	Item deleted from contract by Price Agreement No. 6.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
52.	Rail End Pieces, Type C	Each	2	2	0.0%
53.	Type 2 Fence	Lin.ft.	9,040	9,880	+9.3%
	Additional fence required not shown on plans.				
54.	16' Single Gates	Each	2	2	0.0%
55.	20' Double Gates	Each	1	1	0.0%
56.	24' Double Gates	Each	2	1	-50.0%
	24' gate at sta. 92+50 right revised to 2 36' gates @ 90+65 and 92+50 right by right of way agreements.				
57.	Concrete Driveways	Sq.yd.	125	190.6	+52.5%
	Additional driveways added by right of way agreements.				
58.	4-Inch Concrete Surfacing	Sq.yd.	40	37.4	-6.5%
	Incorrect original estimate.				
59.	Concrete Curbs	Cu.yd.	670	691.7	+3.2%
	Item was increased by Price Agreement No. 4, which also increases the Project Limits.				
60.	Extra for Asphalt Approaches	Each	20	25	+25.0%
	Additional approaches added by right of way agreements not on plans.				
61.	Paved Culvert End Slopes	Sq.ft.	31	31	0.0%
62.	Loose Riprap, Class 100	Cu.yd.	110	174.1	+58.3%
	Toe trench added to outfall ditch @ sta. 31 left and ditch at sta. 67 to 68 left was riprapped to prevent erosion.				
63.	Delineators	Each	100	107	+7.0%
	Seven additional required for taper section sta. 32 to 44.				
64.	Adjusting Manholes	Each	1	2	+100.0%
	Item was increased by Price Agreement No. 4, which also increased the Project limits.				
65.	Reconstructing Concrete Manholes	Each	1	1	0.0%
66.	Roadside Seeding and Mulching	Acre	4	0	-100.0%
	Item deleted from agreement by Price Agreement No. 11.				
67.	Setting Mailbox Posts	Each	5	11	+120.0%
	Incorrect original estimate.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
68.	Removal of Existing Sign Installations	Lump Sum	All	All	0.0%
69.	Wood Sign Posts	Lump Sum	All	All	0.0%
70.	Sign Support Footings	Lump Sum	All	All	0.0%
71.	Breakaway Sign Posts	Lump Sum	All	All	0.0%
72.	Type "A" Signs in Place	Sq.ft.	910	908.8	-0.1%
73.	Type "C" and "D" Signs in Place	Sq.ft.	135	132	-2.2%
74.	Type "EE" Signs in Place	Sq.ft.	32	31.3	-2.2%
75.	Type "F" and "G" Signs in Place Incorrect original estimate.	Sq.ft.	25	27.6	+10.4%
76.	Type "I" Signs in Place	Sq.ft.	32	32	0.0%
77.	Type "U" Signs in Place	Sq.ft.	9	8.6	-4.4%
78.	Traffic Signal Installation, Complete.	Lump Sum	All	All	0.0%

PRICE AGREEMENTS

1.	Specification Change in Concrete Increase Quantities of Bid Item No. 26 Increase Quantities of Bid Item No. 27	Documentary			
2.	Gate Valves	Lump Sum	$864.00	$864.00	0.0%
	Siphon Boxes	Lump Sum	5,970.00	5,970.00	0.0%
3.	Increase Quantities of Bid Item No. 27.	Documentary			
	Siphon Box Excavation and Repair	Lump Sum	647.59	647.59	0.0%
	Ditch Excavation	Lump Sum	34.14	34.14	0.0%
	Well Seal	Lump Sum	113.67	113.67	0.0%
	Manhole Excavation	Lump Sum	25.31	25.31	0.0%
4.	Increase Quantities of Bid Item No. 3,5,6,9,14,15,16,17, 59,64.	Documentary			

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	[illegible]NAL [illegible]ANTITY	PERCENT + or -
4, contd.	General Excavation	Lump Sum	$6,515.00	$6,515.00	0.0%
	C.T.B. Excavation and Removal	Lump Sum	3,232.50	3,232.50	0.0%
	Temporary Protection and Direction of Traffic	Lump Sum	950.00	950.00	0.0%
	Remove Curb	Lin.ft.	176.00	254.20	+44.4%
	It was necessary to remove more curb than had been anticipated.				
5.	36' Double Gates	Lump Sum	2,168.45	2,168.45	0.0%
6.	Delete Items No. 43, 46, & 51 from Contract. Documentary				
7.	Adjust Curbs	Lump Sum	150.00	150.00	0.0%
	Connect Pipe	Lump Sum	30.00	30.00	0.0%
8.	Increase Quantity of Bid Items No. 10 & 13. Decrease Quantity of Bid Items No. 14 & 15. Documentary				
9.	Type "D" Inlet	Lump Sum	465.00	465.00	0.0%
	Strain Pole Footing Increase	Lump Sum	441.00	441.00	0.0%
10.	Increase Quantity of Bid Item No. 13. Decrease Quantity of Bid Items No. 14 & 15. Documentary				
11.	Delete Bid Item No. 66 From Contract. Documentary				
	Roadside Seeding and Mulching	Lump Sum	3,395.00	3,395.00	0.0%
12.	Install Flashing Beacon	Lump Sum	720.00	720.00	0.0%

STATE FORCE ORDERS

ITEM NO.	ITEM	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Reimburse City for Water Main Protection	$	-10,000	-10,000	0
2.	Permanent Pavement Striping Incorrect estimate.	$	2,000	1,247.33	- 37.6 %
3.	Temporary Pavement Striping None used except to purchase temporary reflective pavement tape.	$	500.00	69.00	- 86.0 %
4.	Furnish & Install Low Flying Aircraft Signs	$	250.00	392.24	+ 56.9 %

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Cole ___ Sample ___
Erikson ___ Watson ___
Hager ___ Dorn ___ Lee ___
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BY FINAL DESIGN ENGINEER

Prepare letter of acknowledgement
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EXTRA WORK ORDERS

ITEM NO.	ITEM	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	On - the - Job - Training Subcontractor did not use all his allotted time.	$	1,600.00	1,263.60	- 21.0 %
2.	Lower Siphon Pipe Incorrect estimate.	$	900.00	766.77	- 14.8 %
3.	Adjust Gates Subcontractor inefficientcy.	$	485.00	1,014.67	+109.2 %
4.	Gunite Ditch Lining Incorrect estimate.	$	2,200.00	1,947.07	- 11.5 %
5.	Temp. Erosion Control Incorrect estimate.	$	1,000.00	563.87	- 43.6%
6.	Remove C.T.B. Incorrect estimate.	$	250.00	79.13	- 68.3 %
7.	Excavate Ditch Incorrect estimate.	$	500.00	662.30	+ 32.4 %
8.	Install Ripraps Clean Ditch Not as much riprap required as estimated.	$	300.00	145.29	- 51.7 %
9.	Remove Control Cable Adjust Heads Cost of cable was not as high as anticipated.	$	700.00	194.69	- 72.3 %

8481

STATE CO

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-24		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 2	10-3-78	Project Number RS-A 353 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 2, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,098,900.00	$ 1,112,250.00
Federal funds	$ 942,856.00	$ 954,310.00
Other revisions		

This modification is made for the following reasons:

Increase in cost of construction bid items, and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XX ~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon September 26, 1978

Federal Aid Project
No. RS-A353 (1)

Head Road-Airport Road Section
FAS-A53 - Head Road - County Road
in Jackson County

Revised Project Agreement.

Type Code 6201
Roadway (Sta. 32+30 to Sta. 100+95.84)

Subtotal of Previous Estimate of June 20, 1978			$ 955,566.00

Previous Estimate

Class "B" or "C" Asphalt Conc. Mix	2410 ton	8.25	$ 99,000.00

Revised Estimate

Class "B" or "C" Asphalt Conc. Mix	13,407.30 ton	8.25	$ 110,610.23
	Difference		11,610.23
	Subtotal		$ 967,176.23
	Engineering		145,073.77
	TOTAL		$1,112,250.00

Length of Project --------------- 1.30 miles
Cost of Roadway Per Mile -------- $855,576.92

Federal Funds -------------------- $ 954,310.00
State Funds --------------------- 78,970.00
County Funds -------------------- 78,970.00
TOTAL $1,112,250.00

Group 1 - 100%
Contract: 8481
Prefix: 515-1091

8481

J

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 22, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons, Inc.
Contract 8481

Gentlemen:

This acknowledges the release of the $10,000.00 certificate of deposit held in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
[illegible] HEAD

Form 734-3122 (Rev. 7-77)

8481

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

This contract has been finalled. The $10,000.00 deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: **C.W. Head**
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

8481

8

September 5, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1716
Tacoma, WA 98401

Gentlemen:

On August 31, 1978, we wrote to you concerning release of final payment on Contract No. 8481 awarded to M. C. Lininger & Sons, Inc., for work on the Head Road-Airport Road Section of FAS-A353 in Jackson County.

The total contract amount is $989,478.98 including $6,646.85 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
Alfred Shirley

8481

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145870 for savings certificate 384540 for $10,000.00 maturing September 25, 1978. This replaces receipt 145867 for the same amount.

You have previously been notified of the reduction in the required amount to $5,000.00.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

BC: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

~~5239~~ 8451 9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 3 1978
NORMA PAULUS
SECRETARY OF STATE

August 2, 1978

Multiscenics
6444 Sierra Court
P. O. Box 2295
Dublin, CA 94566

RECEIVED
1978
NORMA PAULUS
SECRETARY OF STATE

Attention: Mr. Tom Blount
Senior Sales Engineer

Gentlemen:

Reference is made to your letter of July 21, 1978, informing us that Hansen Electric owes you $9,500 for materials.

This appears to be in connection with M. C. Lininger & Sons, Inc. Contract No. 8481, Head Rd.-Airport Rd. Section of FAS-A353 in Jackson County.

The United Pacific Insurance Company, through Hansen & Rowland, Inc. of Oregon, furnished the bond on this contract. We will advise them of the receipt of your claim and will also forward it to the Secretary of State for filing.

This contract was completed on February 28, 1978, but has not been accepted by the State. Please let us know when this claim has been satisfied.

Very truly yours,

C. W. Head
C. W. Head
COMMISSION SERVICES

NOTED ON CARD
8-7-78

CWH:khr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

RECEIVED
AUG 4 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

MULTISONICS
6444 Sierra Court • P.O. Box 2295 • Dublin, CA 94566

July 21, 1978

State of Oregon Highway Department
Room 121 Transportation Building
Salem, OR 97310

ATTENTION: Cecil Head
Commission Secretary

Dear Mr. Head:

RE: Hansen Electric
State of Oregon
Head Road-Airport Road
Jackson County
Contract No. 8481

This letter will serve as Notice of Multisonics' Claim against Hansen Electric.

Multisonics, Inc. has supplied materials to Hansen Electric in the amount of $9,500.00. These materials were used on the above referenced project.

As of this date, a balance of $9,500.00 is still owing Multisonics Inc.

Multisonics Inc. desires to be protected under the bond provided the State on this project and to have sufficient monies withheld to satisfy Multisonics' Inc. demand in the amount of $9,500.00.

Please forward the enclosed copies of this letter to the Bonding Company named in the contract and to Hansen Electric.

Very truly yours,

Tom Blount

Tom Blount
Senior Sales Engineer

TB:vw
Enclosures

RECEIVED
JUL 24 1978
COMMISSION SERVIC
DEPARTMENT OF TRANSPORT

Telephone (415) 829-3300

MULTISONICS
6444 Sierra Court P.O. Box 2295
Dublin CA 94566 Telephone (415) 829-3300

№ 5399

SOLD TO	SHIPPED TO
Hansen Electric 1129SE 199th Ave. Portland, OR 97233	State of Oregon 1127 S. Broadway Coos Bay, OR 97420

YOUR ORDER NO.	OUR ORDER NO.	SHIPPED VIA	SHIP DATE	PPY	COLL	SALESMAN	TERMS	INVOICE DATE
5-P9176	4007-04	ONC	5/31/77				NET 30 DAYS	5/31/77

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Item 1 complete: 901-5S,50 3 ped controller in P cabinet		$5861.00
	Pattial		
	P/S 102380		

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

Form INV-87

MULTITONICS
6444 Sierra Court P.O. Box 2295
Dublin CA 94566 Telephone (415) 829-3300

№ 5608

SOLD TO

Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

SHIPPED TO

Same

YOUR ORDER NO.	OUR ORDER NO.	SHIPPED VIA	SHIP DATE	PPY	COLL	SALESMAN	TERMS	INVOICE DATE
75-P9176	4007-04-7715	UPS	7/13/77				NET 30 DAYS	7/28/77

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Item 5 partial		$56.00
	Partial		

Form INV-87

INVOICE

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MULTISONICS № 5869

6444 Sierra Court P.O. Box 2295
Dublin CA 94566 Telephone (415) 829-3300

SOLD TO

Hansen Electric Co.
P.O. Box 1228
Coos Bay,OR 97420

SHIPPED TO

Same

YOUR ORDER NO.	OUR ORDER NO.	SHIPPED VIA	SHIP DATE	PPY	COLL	SALESMAN	TERMS	INVOICE DATE
375-P9176	4007-04-7714		9/30/77				NET 30 DAYS	10/21/77

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Item 2 - 4 complete		$1081.00
	Partial		

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

Form INV-87

[illegible]

6444 Sierra Court P.O. Box 2295
Dublin CA 94566 Telephone (415) 829-3300

№ 6148

SOLD TO

Hansen Electric
1127 S. Broadway
Coos Bay, OR 97420

SHIPPED TO

Same

YOUR ORDER NO.	OUR ORDER NO.	SHIPPED VIA	SHIP DATE	PPY	COLL	SALESMAN	TERMS	INVOICE DATE
75-P9176	4007-04-7715	Yellow & ABC	1/9/78				NET 30 DQYS	1/20/78

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Item 5 partial		$2400.00
	XXXX Partial		

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form INV-87 ®

INVOICE

[illegible]

6444 Sierra Court P.O. Box 2295
Dublin CA 94566 Telephone (415) 829-3300

№ 6224

SOLD TO

Hansen Electric
1127 S. Broadway
Coos Bay, OR 97420

SHIPPED TO

Same

YOUR ORDER NO.	OUR ORDER NO.	SHIPPED VIA	SHIP DATE	PPT	COLL	SALESMAN	TERMS	INVOICE DATE
5875-P9176	4007-04-7715	UPS	1/27/78				NET 30 DAYS	2/7/78

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Item 5 complete		$102.00
	Complete		

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form INV-87

INVOICE

APR 1 1977 ORIGINAL

HANSEN
ELECTRIC COMPANY

[redacted]

1129 S.E. 199th Ave., Portland, Oregon 97233 (503)665-8196

TO MULTISONICS
3300 Crow Canyon Rd

SHIP TO ABOVE

PLEASE ENTER OUR ORDER FOR GOODS LISTED BELOW:

REQUISITION NO.	DATE REQUIRED	SHIP VIA	ROUTING	TERMS	ORDER DATE
–	/ /				4/1/77

V	QTY. REC'D.	QTY. ORD'D	UNIT	STOCK NO.	DESCRIPTION	UNIT PRICE	
		1	LOT	TRAFFIC	SIGNAL EQUIPMENT TO INCLUDE	$9500	00
				1 - 5Ø	CONTROLLER IN "P" CABINET		
				WITH LOOP	AMPLIFIERS		
		3	EA	TC-1	TERMINAL CABINETS		
		1	"	TC-2	" "		
		4	"	TYPE C	PED HEADS WITH POLE PLATES		
		8	"	PEDESTRIAN	PUSHBUTTONS		
		8	"	"	" SIGNS		
		8	"	456	VEHICLE HEADS W/SPAN HANGERS		
		2	"	128	" " " "		
		2	"	FLASHERS	WITH CABINETS		
		2	"	8" BEACONS			
					4007-04		
				- CONFIRMING -	Coos Bay		

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OUR ORDER NO. MUST APPEAR ON ALL RELATED PACKAGES AND FORMS — PLEASE ACKNOWLEDGE IMMEDIATELY AND STATE WHEN YOU WILL SHIP ORDER

® 118

Please send____copies of your invoice with original Bill of Lading

Russell D Hansen
PURCHASING AGENT

PURCHASE ORDER

5875-P9176

8481

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

August 2, 1978

~~U.S. National Bank~~
~~North Medford Branch~~
~~P.O. Box 1370~~
~~Medford, OR 97501~~

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145861 for savings certificate 384523 for $10,000.00 maturing August 24, 1978. This replaces receipt 145863 for the same amount.

As discussed with Robert J. Cunningham this date the $35,000.00 on deposit under receipt 145852 has been released.

The current balance on deposit is $10,000.00. You [illegible] have previously been notified of the reduction in the required amount to $5,000.00.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK;cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barnett, Jr. (Att.)

Form 81-734-3122

8481

STATE COPY

8

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-47		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1	7-11-78	Project Number RS-A353(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 2 , 1977 ,
(Executed April 21, 1977)
is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,075,011.00	$1,098,900.00
Federal funds	$ 922,359.00	$ 942,856.00
Other revisions		

This modification is made for the following reasons:

Increase of construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of July , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Gen. File

Oregon State Highway Division
Salem, Oregon June 20, 1978

Federal Aid Project
No. RS-A353(1)

Head Road-Airport Road Section
FAS-A353-Head Road-County Road
Jackson County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 32+30 to Sta. 100+95.84)

Subtotal on Previous Estimate of April 15, 1977		$955,566.00
	Engineering	143,334.00
	Total	$1,098,900.00

Length of Project . . . . 1.30 miles
Cost of Roadway Per Mile . . . $845,307.70

Federal Funds - 85.8%		$ 942,856.00
State Funds		78,022.00
County Funds		78,022.00
	Total	$1,098.900.00

Group 1 - 100%
Contract No. 8481
Prefix No. 515-1091

8481

STATE COPY

13

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-174	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4 - 21 - 77	State Oregon County Jackson Project No. RS-A353(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Head Road-Airport Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-77	1.30
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,075,011.00	$ 922,359.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 21 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 15, 1977

Federal Aid Project
No. RS-A353(1)

Head Road-Airport Road Section
FAS-A353-Head Road County Road
Jackson County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 32+30 to Sta. 100+95.84)

Mobilization	All Required		$ 80,000.00
Temporary Protection and Direction of Traffic	All Required		7,000.00
Temporary Signs	320 sq.ft.	5.50	1,760.00
Temporary Barricades	21 each	90.00	1,890.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 lin.ft.	6.00	450.00
Flagmen	600 hour	16.00	9,600.00
Clearing and Grubbing	All Required		20,000.00
Removal of Structures and Obstructions	All Required		1,600.00
Ditch Excavation	3,450 cu.yd.	4.00	13,800.00
General Excavation	54,300 cu.yd.	1.35	73,305.00
Trench Excavation	2,840 cu.yd.	7.50	21,300.00
Watering	310 M-gal.	5.00	1,550.00
Aggregate Shoulders	2,410 ton	4.35	10,483.50
Treated Base Mixture	28,400 ton	6.50	184,600.00
Cement in Treated Base Mixture	1,560 ton	56.00	87,360.00
Class "B" or Class "C" Asphalt Concrete Mixture	12,000 ton	8.25	99,000.00
Asphalt Cement in Mixture	780 ton	82.00	63,960.00
Asphalt in Tack Coat	4 ton	200.00	800.00
Concrete in Pipe Protection	42 cu.yd.	125.00	5,250.00
Reinforcement in Pipe Protection	2,400 lb.	0.40	960.00
12-inch Culvert Pipe	512 lin.ft.	5.00	2,560.00
18-inch Culvert Pipe	134 lin.ft.	8.00	1,072.00
36-inch Culvert Pipe	40 lin.ft.	17.00	680.00
12-inch Siphon Pipe	670 lin.ft.	6.50	4,355.00
18-inch Irrigation Pipe	108 lin.ft.	11.50	1,242.00
8-inch Sewer Pipe	68 lin.ft.	3.50	238.00
10-inch Sewer Pipe	102 lin.ft.	6.00	612.00
12-inch Sewer Pipe	1,224 lin.ft.	9.00	11,016.00
15-inch Sewer Pipe	1,070 lin.ft.	9.00	9,630.00
18-inch Sewer Pipe	24 lin.ft.	18.00	432.00
30-inch Sewer Pipe	1,335 lin.ft.	20.00	26,700.00
36-inch Sewer Pipe	1,000 lin.ft.	27.00	27,000.00
30-inch Arch Type Pipe	124 lin.ft.	13.00	1,612.00

36-inch Arch Type Pipe	112	lin.ft.	18.00	2,016.00
Extra for Pipe Under Pavement	62	lin.ft.	11.00	682.00
Concrete Manholes	8	each	800.00	6,400.00
Concrete Inlets, Type CG-1	28	each	430.00	12,040.00
Concrete Inlets, Type G-2MA	3	each	465.00	1,395.00
Concrete Siphon Boxes	3	each	580.00	1,740.00
Concrete Diversion Boxes	1	each	650.00	650.00
Special Inlets	2	each	1,350.00	2,700.00
Special Siphon Boxes	1	each	2,950.00	2,950.00
6-inch Drain Pipe	110	lin.ft.	3.50	385.00
8-inch Drain Pipe	220	lin.ft.	4.50	990.00
Special Filter Material in Drains	36	cu.yd.	10.00	360.00
Guard Rail, Type 1	25	lin.ft.	10.00	250.00
Guard Rail, Type 2A	225	lin.ft.	10.00	2,250.00
Guard Rail, Type 3	50	lin.ft.	18.00	900.00
Guard Rail Anchors, Type 1	2	each	250.00	500.00
Extra for Guard Rail Bridge Connections	2	each	250.00	500.00
Rail End Pieces, Type "A"	2	each	20.00	40.00
Rail End Pieces, Type "C"	2	each	110.00	220.00
Type 2 Fence	9,040	lin.ft.	1.20	10,848.00
16 ft Single Gates	2	each	420.00	840.00
20-ft Double Gate	1	each	450.00	450.00
24-ft Double Gates	2	each	450.00	900.00
Concrete Driveways	125	sq.yd.	12.00	1,500.00
4-inch Concrete Surfacing	40	sq.yd.	8.00	320.00
Concrete Curbs	670	cu.yd.	70.00	46,900.00
Extra for Asphalt Approaches	20	each	100.00	2,000.00
Paved Culvert End Slopes	31	sq.ft.	8.00	248.00
Loose Riprap, Class 100	110	cu.yd.	18.00	1,980.00
Delineators	100	each	14.00	1,400.00
Adjusting Manholes	1	each	300.00	300.00
Reconstructing Concrete Manholes	1	each	400.00	400.00
Roadside Seeding and Mulching	4	acre	485.00	1,940.00
Removal of Existing Sign Installation	All	Required		400.00
Wood Sign Posts	All	Required		1,000.00
Sign Support Footings	All	Required		3,250.00
Breakaway Sign Posts	All	Required		6,900.00
Type "A" Signs in Place	910	sq.ft.	12.75	11,602.50
Type "C" and "D" Signs in Place	135	sq.ft.	5.50	742.50
Type "EE" Signs in Place	32	sq.ft.	7.00	224.00
Type "F" and "G" Signs in Place	25	sq.ft.	7.50	187.50
Type "I" Signs in Place	32	sq.ft.	7.50	240.00
Type "U" Signs in Place	9	sq.ft.	12.00	108.00
Traffic Signal Installation, Complete	All	Required		43,000.00
				$ 946,466.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,000.00
Stage Construction Striping (S.F.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	2,000.00
On the Job Trainees (2 at $800)	All Required	1,600.00
Maintain Detour (E.W.)	All Required	2,000.00
Relocate 2 Irrigation Facilities (E.W.)	All Required	8,000.00
Salvage and Reinstall Fence (E.W.)	All Required	3,000.00
Water Main Protection (City of Medford)	All Required	(10,000.00)
		$ 9,100.00
	Subtotal	$ 955,566.00
	Engineering	119,445.00
	Total	$1,075,011.00

Length of Project - - - - - - - - - - - - 1.30 Miles

Cost of Roadway Per Mile- - - - - - - - $826,931.54

Federal Funds (85.8%) -	$ 922,359.00
State Funds -	76,326.00
County Funds- -	76,326.00
Total	$1,075,011.00

Group 1 100%

Contract No. 8481

Prefix No. 515-1091

Head Road-Airport Rd. Section
Nonparticipating-State Work

Furnish Mail Box Posts (S.F.)	3 only	35.00	$	105.00
Setting Mail Box Posts	5 only	20.00		100.00
State Responsibility for Damages	All Required			1,000.00

8481

July 3, 1978

M. C. Lininger & Sons, Incorporated
Post Office Box 1145
Medford, OR 97501

Gentlemen:

We have carefully reviewed your request for a time extension on the Head Road-Airport Road Section, Contract No. 8481. A 34 calendar workday time extension is hereby granted for the additional siphon work, project extension work, and additional work required under Extra Work Order Nos. 2 and 3. There remains a total of 19 days liquidated damages on this project.

Areas which were considered but not granted additional time were the disposal of excess excavation and delay in receipt of signal installation materials. Any recourse for the delay in materials should be direct to the supplier.

Any questions concerning this time extension may be directed to the Resident Engineer or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: C. T. Keasey
Bob Church
Jim Gix
Keith Martin
Alfred Shirley Jr.
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 21, 1978

FILE:

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Time Extension
Head Road-Airport Road
Jackson County
Contract No. 8481

The contractor, M. C. Lininger & Sons, Inc., on the subject project has requested a time extension of 53 calendar workdays based on added work and delay in delivery of signal equipment and poles. Some pertinent dates are:

RECEIVED
STATE HWY ENGR
JUN 26 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Award date	March 11, 1977
Work began	March 14, 1977
Begin Calendar Workdays	March 23, 1977
End allotted time	October 8, 1977
Winter shutdown	November 30, 1977
Road opened	January 19, 1978

The contractor's request claimed 10 days delay due to additional siphon work, 21 days delay due to project extension work, 10 days delay in hauling excess excavation, and 53 days delay for late delivery of traffic signal equipment.

Two additional siphon installations were required by right-of-way obligations but not included in the contract. Irrigation systems were to be operational by April 1, 1978. To comply to this requirement, the contractor had to concentrate his work force in this area. The added siphon work began on March 24, 1977. On April 4, 1977, the contractor was able to resume normal operations. These 11 calendar days should be returned to the contractor.

The project limits were extended under Price Agreement No. 4 to make necessary transition revisions. There were 21 days on which the additional work took place over a 123 day time period. An analysis of the performance of this work and actual delays incurred reveals that a delay of 12 working days was experienced. Expanding this to account for weekends (12 x 1.4) results in a delay of 17 calendar days. These should be granted.

The contractor claims that, although the plan quantities appear balanced, there was an excess of excavation which had to be disposed of adding an additional 10 days work. Although the contractor had to dispose of some 2,200 c.y. of unexpected excess excavation material, the General Excavation item in fact underran by 8.5 percent, or 4,600 c.y. While the contractor may have grounds to claim additional costs for disposing of the excess material, there appears no justification for additional time.

The signal subcontractor asks for an adjustment of 53 days due the delay in the delivery of traffic signal materials. The special provisions did not allow for "Adjust of Contract Time" for material delays. The delays did not appear to be caused by a shortage of materials or an excessive backlog of work, but rather were the results of orders being lost by the suppliers and delays in delivery with no reason provided by the supplier. The suppliers failed in meeting their obligations and any recourse should be between the subcontractor and his suppliers. No additional time is recommended.

Other considerations taken into account, although not claimed by the contractor, are the lowering of a siphon pipe under E.W.O. 2 and the removal and reinstallation of two fence gates under E.W.O. 3. The siphon pipe was initially installed under P.A. 1, but due to a staking error had to be lowered. This error was found during the excavation. The effective delay was 2 workdays. A revision in approach grades after the initial gate installations necessitated their removal. The subsequent reinstallation took place during the time when liqidated damages were being assessed. This work took 2 workdays to perform. Allowing for weekends, these two items amount to (4 x 1.4) 6 calendar days which should be returned to the contractor.

In summary, the contractor should be granted 11 calendar days for siphon work, 17 calendar days for project extension work and 6 calendar days for work performed as extra work. A total of 34 calendar days is recommended.

A rough draft letter to M. C. Lininger & Sons, Inc. is attached. FHWA approval is not required for this Federal Aid Secondary project.

OBJ:fr

Att.

cc: Robert Church
James J. Gix
Keith Martin

[illegible] (Rev. 3-71)

6 Copies

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 20, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number/ calendar of workdays from 200 days to 253 days, within which to complete our Contract No. 8481, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: see attached from M. C. Lininger & Son's, Inc. and Hansen Electric Co.

Respectfully submitted,

M. C. Lininger & Son's, Inc.
Contractor

By Rodney Miller
Rodney B. Miller

CONSENT OF SURETY

Date APR 27 1978, 19

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. McMillan
H. McMILLAN Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1929 Georgia Pacific Building
Portland, Oregon
Resident Agent

By Ethel Wald
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Thirty-four (34) calendar workday time extension granted for the additional siphon work, project extension work, and additional work required under Extra Work Order Nos. 2 and 3.

Recommended for Approval:

....
Regional Engineer

O. B. Richmond
For
....
Construction Engineer ~~or~~
~~Bridge Engineer~~

....
State Highway Engineer

Contract No.	
Project designation State-Federal	
Date awarded	
Work started	
Per cent completed Date	
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*67865-734

LININGER

April 20, 1978

1. After work was commenced on the project, 2 additional irrigation siphons were added to the project at Stations 68 + 50 and 70 + 00 respectively. One of our utility crews had to be taken off of other important drainage work to do these siphons as irrigation was scheduled to commence April 1. These siphons were located in an area where the roadway cut was from 12-16 ft. deep. Under good and economical construction practice the roadway prism would have been completed first, then siphons installed, but due to the April 1st irrigation opening all trench excavation had to be done with backhoe thru the road way prism. This addition delayed our commencing main roadway prism excavation 10 additional calendar work days. 11 ✓

2. On June 9, PA#4 was agreed and signed increasing the southern end of the project work approximately $33,000. Said work involved additional equipment on the project. We request 21 calendar work days. 19

3. Original plans showed the project to be balanced in earthwork. Approximately 2,200 c.y. excess excavation occured between Sta 32 + 30 and 45 + 00, which had to be loaded in to trucks and hauled off the project 1 mile. This change in method not only increased our cost, but also extended the completion, 10 calendar work days.

4. The attached correspondence from Hansen Electric justifies a request for a minimum of 53 calendar work days, due to their delays in obtaining traffic signal equipment.

M. C. Lininger & Son's, Inc.

Rodney B Miller

by: Rodney B. Miller

GENERAL CONTRACTORS, P.O. BOX 1145, MEDFORD, OREGON 97501 (503) 779-2303
EQUAL OPPORTUNITY EMPLOYER

Hansen Electric Co.
1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

April 10, 1978

Liniger & Son
P.O. Box 1145
Medford, OR 97501

Re: OSHD Contract No. 8481
Head Road - Airport Road
FAS-A353

Gentlemen:

We have compiled the following information to assist you in your application for a time extension request on this project. The information has been compiled in a chronological order as to date and we will provide you with six copies of each example.

CHRONOLOGICAL ORDER

3/23/77	Liniger & Son notified us we were to be subcontractor on this project.
4/01/77	We placed Purchase Order No. 5876-P9176 with Multisonics for signal equipment. Example No. 1
4/06/77	We placed Purchase Order No. 5877-P9176 with Graybar Electric for signal poles. Example No. 2
5/20/77	We transmitted signal equipment for approval. Example No. 3
7/21/77	After several phone calls to our supplier to secure pole drawings, we finally sent a letter on 7/21/77 to Graybar. Example No. 4
7/30/77	We transmitted pole drawings for approval. Example No. 5
8/08/77	We transmitted approved drawings to Graybar Electric. Example No. 6
11/14/77	Letter from Graybar substantiating late pole delivery. Example No. 7
12/09/77	Poles delivered to job site. We had experienced several shortages in signal hardware and had contacted our supplier on the following dates in regards to shipping dates and shortages: 7/18/77, 7/20/77, 10/24/77, 11/16/77, 12/09/77, 1/06/78, and 12/21/77, 1/12/78. Their problems related to their vendors.

1/12/78	Letter from Multisonics explaining delivery problems. Example No. 8
1/13/78	Extra work performed on Force Account No. 9 to correct signal head location on spans 1-2 and 3-4.
1/19/78	Extra work on price agreement to install an advance warning post and flasher on Table Rock Road to the north of the intersection.
1/19/78	Job completed following flasher installation.

We hope this information will help in this matter and apologize for the delay in this correspondence.

Sincerely,

HANSEN ELECTRIC COMPANY, INC.

John E Hansen

John E. Hansen
Secretary/Treasurer

JEH:dg

NUMERICAL CO

EXAMPLE No 1

HANSEN
ELECTRIC COMPANY

P.O. BOX 1238 1727 S. BROADWAY COOS BAY, OREGON 97420
(503) 267-8143

TO MULTISONICS

SHIP TO ABOVE

WE ENTER OUR ORDER FOR GOODS LISTED BELOW

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	ORDER DATE
	/ /				4/1/77

[illegible]	[illegible]	[illegible]	STOCK NO.	DESCRIPTION	UNIT PRICE
	1	LOT	TRAFFIC SIGNAL EQUIPMENT TO INCLUDE		$9500.00
		1	5Ø CONTROLLER IN "P" CABINET		
			WITH LOOP AMPLIFIERS		
	3	EA	TC-1 TERMINAL CABINETS		
	1		TC-2 " "		
	4	"	TYPE C PED HEADS WITH POLE PLATES		
	6	"	PEDESTRIAN PUSHBUTTONS		
	8	"	" " SIGNS		
	8	"	456 VEHICLE HEADS W/SPAN HANGERS		
	2	"	128 " " "		
	2		FLASHERS WITH CABINETS		
	2	"	8" BEACONS		
			— CONFIRMING —		

Please send ___ copies of your invoice with original Bill of Lading.

Russell D. Hansen
PURCHASING AGENT

PURCHASE ORDER

5875 - P9176

ACCOUNTS PAYABLE

HANSEN ELECTRIC COMPANY

P. O. BOX 1228 1127 S. BROADWAY COOS BAY, OREGON 97420
(503) 267-2143
1129 S.E. 199th Ave., Portland, Oregon 97233 (503)665-5196

TO GRAYBAR ELECTRIC Co.

SHIP TO [illegible] Road & Airport [illegible]
Medford, Oregon.

PLEASE ENTER OUR ORDER FOR GOODS LISTED BELOW:

REQUISITION NO.	DATE REQUIRED	SHIP VIA	ROUTING	TERMS	ORDER DATE
-	/ /				4/6/77

V	QTY. REC'D.	QTY. ORD'D	UNIT	STOCK NO.	DESCRIPTION	UNIT PRICE	
		1	Lot	Traffic Signal Poles [illegible]		$4910	00
				4 - [illegible]			
				2 - [illegible]			
				[illegible]		481	
				[illegible]			
			Armin[illegible]				

OUR ORDER NO. MUST APPEAR ON ALL RELATED PACKAGES AND FORMS • PLEASE ACKNOWLEDGE IMMEDIATELY AND STATE WHEN YOU WILL SHIP ORDER

Ⓟ M 118

Please send____copies of your invoice with original Bill of Lading

PURCHASING AGENT

PURCHASE ORDER

5877-P2176

EXAMPLE No 3

HANSEN ELECTRIC COMPANY

☐ OFFICE:
P.O. BOX 1228 1127 SOUTH BROADWAY
COOS BAY, OREGON 97420
(503) 267-2143

☐ OFFICE:
1129 S.E. 199th AVE.
PORTLAND, OREGON 97233
(503) 665-8196

LETTER OF TRANSMITTAL

DATE May 20, 1977
JOB NO P9176
ATTENTION Keith L. Martin
RE

TO Keith L. Martin, Resident Engineer
P.O. Box 306
Grants Pass, Oregon 97526

GENTLEMEN:

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via ________ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☒ Submittal data

COPIES	DATE	NO	DESCRIPTION
			Submittal data

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints

☐ For review and comment ☐ ________

☐ FOR BIDS DUE ________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

COPY TO

SIGNED: David B. Lancaster, Manager

FORM 430 · 9 76

If enclosures are not as noted, kindly notify us at once

Hansen Electric Co
1127 S. Broadway -- P. O. Box 1 8
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

EXAMPLE No 4

July 21, 1977

Graybar Electric Company
P.O. Box 13159
Portland, OR 97213

Re: O.S.H.D. Contract Number 8481
Head Road-Airport Road (Medford)

Gentlemen:

It is apparant that we have a problem with our Order No. 5877-P9176 placed with you on April 6, 1977 for signal poles for this project. On May 2, 1977, I forwarded to Mr. John Salisbury a copy of the specifications regarding submittal requirements, pole orientation chart and pole model number list. He stated that due to the manufacturers closing of his Portland office there had been a problem in that the order had been lost. After forwarding this information to your Portland office I received no verification of receipt, expected delivery, or submittal information. I have phoned your office, and received no information or answers to my questions.

On July 13, 1977, Mr. Gerald Roberts from your Eugene branch traced this order for me and found that it was again misplaced or shelved by the factory.

It is hard for me to conceive that this condition can continue if we are to meet the contract time requirements for completion of this project.

I assure you that this company is not going to endure any penalty that may arise out of late delivery.

I demand at this time the following:

1. Submittal drawings.

2. Immediate release of pole anchor bolts.

3. A letter from Union Metal and Manufacturing explaining the reasons for delay to justify my request to Oregon State Highway Department for a time extension request.

I again stress the urgency of this matter as the project must complete by October 1, 1977 and we must complete our ground work in August.

Sincerely,

HANSEN ELECTRIC CO.

John E. Hansen
Secretary/Treasurer

cc: Rod Miller: Lininger & Son

Example No 5

HANSEN ELECTRIC COMPANY

☐ OFFICE:
P.O. BOX 1228 1127 SOUTH BROADWAY
COOS BAY, OREGON 97420
(503) 267-2143

☐ OFFICE:
1129 S.E. 199th AVE.
PORTLAND, OREGON 97233
(503) 665-8196

LETTER OF TRANSMITTAL

DATE 7-30-77
JOB NO. P9176
ATTENTION Keith Martin
RE Head Road - Airport Road
FAS - A353
Contract No. 8481

TO O.S.H.D. Keith Martin Res Eng
P.O. Box 306
Grants Pass, Ore. 97526

GENTLEMEN:

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via ____________ the following items:

☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ____________

COPIES	DATE	NO.	DESCRIPTION
8	2-27-75	TB-	10140 Steel Traffic Standard
8	9-25-75	EA-	Steel Strain Standards 10157

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit ______ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit ______ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ______ corrected prints

☐ For review and comment ☐ ____________

☐ FOR BIDS DUE ____________ 19______ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Keith:

Following our conversation on Friday 7-29-77, I was unable to deliver these drawings to Salem prior to the office closing. Therefore I am forwarding them directly to you.

COPY TO M.C. Lininger ATTN. Rod Miller

SIGNED:

FORM 650 J-76

If enclosures are not as noted, kindly notify us at once

Example No 6

HANSEN ELECTRIC COMPANY

☐ OFFICE:
P.O. BOX 1228 1127 SOUTH BROADWAY
COOS BAY, OREGON 97420
(503) 267-2143

☐ OFFICE:
1129 S.E. 199th AVE.
PORTLAND, OREGON 97233
(503) 665-8196

LETTER OF TRANSMITTAL

DATE 8/8/77
JOB NO P9176
ATTENTION John Salsbury
RE Head Rd. / Airport Rd.

TO Graybar Electric
901 N.E. 60 th
Portland, Oregon

GENTLEMEN:

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via ________ the following items:

☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ________

COPIES	DATE	NO	DESCRIPTION
4	8/8/77		Shop Drawings

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☐ For your use ☒ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints

☐ For review and comment ☐ ________

☐ FOR BIDS DUE ________ 19 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS ________

COPY TO

SIGNED: Dave Lancaster

If enclosures are not as noted, kindly notify us at once.

Example No 7

R.L. TAYLOR
MANAGER
R. F. DION
OPERATING MANAGER
R.D. SMITH
FINANCIAL MANAGER

TELEPHONE (AREA CODE 503) [illegible]

GraybaR
ELECTRIC COMPANY, INC.
N. E. 80TH AND BANFIELD
P. O. BOX 13159
PORTLAND, OREGON 97213

November 14, 1977

Hansen Electric
ATTN: DAVE
PO Box 1228
Coos Bay, OR 97420

Re: Graybar #285PE5877
Your #5877P9176

Dear Dave:

I am in receipt of the Pacific Union metal pole letter you requested covering the above order.

Let me paraphrase what they have said. They confirm that the earliest scheduled date for these poles is November 15. They continue and state their office in Portland had been closed as of April 15, 1977, and our order, dated April 6, 1977, had been placed with that office. The contents of this office were shipped on April 12, 1977, and had been lost by Global Van Lines enroute. They finally arrived sometime in mid-May and our order was entered on a hold basis at that time.

The delay, they conclude, was beyond their control, and as a consequence, they have proceeded as swiftly as possible under the circumstances.

They did mention that no materials are purchased prior to the approved submittals arriving in their possession. At such time, they order material and proceed with the manufacturing plans for each individual order.

I am sorry for the delay this has caused, but again, this was beyond our control. I have verified this ship date with the factory, and November 15 is their best delivery.

If I can be of further assistance, please don't hesitate to call.

Best regards,

G.W. Nagle

G.W. Nagle
Customer Service Representative

GWN/dz

[redacted]
6444 Sierra Court • P.O. Box 2295 • Dublin, CA 94566

EXAMPLE NO 8

January 12, 1978

Hansen Electric
1127 S. Broadway
Coos Bay, OR 97420

Attn: John Hansen

Subject: Your P.O. #5875-P9176
Our S.O. #4007-04

Gentlemen:

Our Accounting Manager, Diane Robertson, informed me that you would like a letter stating the reason and dates that on of our vendors was late on delivery.

The vendor never did give us a reason, however, here are the majority of the calls I made and the delivery dates promised:

7-18	Vendor to return call
7-26	Didn't return call so I called again and was informed goods to be shipped 7-29, direct to customer
10-14	Date changed to 10-17.
11-16	Parts not received, tried to get new date.
12-9	Informed vendor we were going into penalty. Said they would ship 12-16.
12-21	Parts still not shipped. Shipping 12-30.
1-5	Shipped on 12-30.
1-9	Called Dave Lancaster (Hansen) and was informed parts still not received.
1-9	Called vendor, was informed parts shipped 1-5 air to Portland.

On Jul. 21, 1977 all vendors were informed of change of address from Portland, Oregon to Coos Bay, Oregon. All vendors acknowledged change except the vendor on the above late deliveries.

I hope this will be of some help to you. If you have any further questions, please feel free to contact us.

Very truly yours,

Agnes Collinsworth
Expeditor

Telephone (415) 829-3300

AC/ta

8481 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 29, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1870
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: MC. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145863 for savings certificate 353374 for $10,000.00 maturing July 24, 1978. This replaces receipt 145860 for the same amount. There is no change in the total applied to this project.

You were previously notified of the reduction in retainage requirements to $5,000.00.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc:
~~C.W. Head~~
~~R. Church~~
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8481 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 1, 1978

~~U.S. National Bank~~
~~North Medford Branch~~
~~P.O. Box 1370~~
~~Medford, OR 97501~~

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145860 for savings certificate 353356 for $10,000.00 maturing June 23, 1978. This replaces receipt 145854 for the same amount. There is no change in the total applied to this project.

You were previously notified of the reduction in retainage requirements to $5,000.00.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

Form 81-734-3122

8481

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 27, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145852 for savings certificate 353312 for $35,000.00 maturing May 17, 1978. This replaces receipt 145846 for this same amount. There is no change in the total applied to this project.

You were previously notified of the approval to reduce retainage required on this project.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8481 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 25, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145854 for savings certificate 353320 for $10,000.00 maturing May 22, 1978. This replaces receipt 145851 for the same amount.

The retainage requirements on this project have been reduced to $5,000.00 thereby releasing $40,000.00 of deposits.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8481 8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 27, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145851 for savings certificate 353298 for $10,000.00 maturing April 21, 1978. This replaces receipt 145836 for the same amount.

There is no change in the total of securities on deposit for this contract.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr., (Att.)

NOTED
C. W. HEAD

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name: Head Road-Airport Road
Contract No.: 8481
Highway: FAS-A353
County: Jackson
Prefix No.: 515-1091
Contract Time Elapsed: 126.5 %
Contract Work Completed: 100 %
Contract Work Quality: good
Contract Work Progress: Complete
F.A. ~~Project No.~~ RS-A353(1)
Inspection date: March 3, 1978
By: James J. Gix, Alfred Shirley, Jr.
In company with: Keith Martin, Mike Anhorn, Bob Carstensen, Jackson Co., Rod Miller

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Overall appearance of the project is very good. The riding quality is about average. There are no serious rough areas, however, a series of short irregularities distract from an overall smooth riding surface. Slopes, guardrail, signing and signals are satisfactory in appearance and function. Some concern was voiced about water absorption and leaching on the heavily supered areas. The county did not wish to take action to seal now, but wish to observe the project to determine if some measure is necessary at the time of final record acceptance of the project.

The project overran 26.5% in time primarily due to the lack of prosecution of the project while contractor was working on another state project. Some extra work and procedural delays will justify a small extension, but not to eliminate liquidated damages.

Minor problems with signing and signals will be adjusted by contractor in next week.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 9 1978
WR
M
File: PM FA LG OP
TAA ____________

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

Jan. 19, 1978 Date opened to traffic or in operation
Jan. 28, 1978 Date of Second Notification
N/A Date Contractor's notice for semi-final inspection received
____________ Date Contractor removed equipment, plant, etc.
April 1, 1978 Estimated submittal date of semi-final estimate
March 3, 1978 Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)
County Engineer

Signed Jim Gix
Title Regional Construction Engineer

8481 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 21, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attn: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8481

Gentlemen:

We have received safekeeping receipt 145846 covering savings certificate 353273 for $35,000.00 maturing April 17, 1978. This replaces prior receipt 145840.

Contract 8344:

In addition we confirmed by phone this date that the $10,000.00 on receipt 14581 has been released to the contractor. This project has been finalled.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

RECEIVED
FEB 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8481

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 20, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons

Gentlemen:

Contract 8481. Safekeeping receipt 145840 for certificate 341298 for $35,000.00 maturing February 13, 1978 has been received. This replaces receipts 145827 and 145828 which total the same amount.

Contract 8344. Safekeeping receipt 145841 for certificate 341299 for $10,000.00 maturing February 13, 1978 has been received. This replaces receipt 145837 for the same amount.

Their is no change in the allocation of securities to these projects.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

#8481

FAS 15-107
Head Rd.-Airport Rd.

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

December 27, 1977

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Don Trout
Rm 223
State Transportation Bldg.
Salem, OR 97310

Gentlemen:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application in file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Penny Hobbs at 378-3059.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:ms

Enclosure

Permit No. RP 2206 Job 165
Expiration Date 3-23-78
Please return by 1-22-78
Fee $50.00

________ Please renew this permit. There id no change in plan from last year.
________ Please renew this permit. Attached are revised application and drawing.
DLP I do not wish to renew this permit.

FAS 15-107

Salem, Oregon
March 24, 1977

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

C. T. Keasey
Construction Engineer

Head Road-Airport Road
FAS 15-107
Jackson County

Here is Removal/Fill Permit No. 2206 issued to M. C. Lininger & Sons, Inc. for this project.

DLT:az
Attachments

PURCHASE ORDER STATE OF OREGON PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 407031

SHIP TO: J. H. Versteeg, Room 223, State Transportation Bldg., Salem, OR 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 3-18-77

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER 007-00	BIENNIUM	BID NUMBER	COMMODITY CODE
CLASS. FUND, PROJECT OR APPROPRIATION		REQ. NO.	AGENCY NO. 734	

VENDOR
Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B. DELIVERY REQUIRED TERMS

QUANTITY			DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
ORDERED	UNIT	REC'D.					
			REMOVAL/FILL PERMIT				
1	ea		Mead Road-Airport Road Section			$50.00	515-1091-900P
			FAS 15-107				
			Jackson County				

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	
ORDERED BY:	3-18-77	AUTHORIZED AGENT — SIGNATURE	DATE 3-18-77
APPROVED	3-18-77	RECEIVED BY:	DATE

FORM 81-734-1036

ORIGINATOR

Bear Creek
Jackson County
Highway Job No. 165
Head Road-Airport Road
FAS 15-107

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 3-23-78

FILL
MATERIAL REMOVAL/PERMIT NO. 2206

M. C. LININGER & SONS, INC.

and fill
is hereby authorized to remove/materials from the waterway described in the attached copy of his application, subject to the special conditions listed on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 279.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

Eugene R. Schmitt
for William S. Cox, Director

March 23, 1977
Date

Highway Job No. 165
Bear Creek
Jackson County

ATTACHMENT "A"

Special Conditions for Removal/Fill Permit No. 2206

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no operation of equipment in the active flowing stream between October 15 and September 1.

3. The stream shall not be diverted from the natural bed nor within the natural bed.

4. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. The riprap rock shall be placed from above the bank.

   d. There shall be no operation of equipment in the active flowing stream except to dig a toe trench. A twenty-five foot toe trench is required.

5. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.

6. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

January 13, 1976

State Transportation Bldg., Salem, Or.

~~Send To: Director, Division of State Lands~~
~~1145 State Street~~
~~Salem, Oregon 97310~~

OSHD Permit No. 165
Head Rd.-Airport Rd. Sec.
FAS 15-107
Jackson County
November 25, 1975

FOR DIVISION USE:
Please return by
Date received
Permit No. 2206
Waterway
County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name M. C. LININGER & SONS, INC.
Address P. O. Box 1145 Telephone 779-2303
City Medford State Oregon Zip Code 97501

2. Project Supervisor's Name DALE LININGER
Address (same as above) Telephone same
City State Zip Code

3. Property Owner's Name Oregon State Highway Division
Address State Highway Building Telephone
City Salem State Oregon Zip Code 97310

4. Will the project be removal fill combination X riprap X

5. Will your fill consist of rock X gravel sand silt other
Will your removal consist of rock gravel sand silt other dirt

6. Volume of fill material required: annually total project 110 cu. yds.
Volume of removal required: annually total project 150 cu. yds.

7. Name of waterway affected by project Bear Creek
a. Tributary of Unknown
b. River mile Section 2 Township 37S. Range 2W.
c. County Jackson
d. Popular local description of project location: Bear Creek Bridge on Head Road.

8. What is the purpose of your project? To construct a storm sewer outlet ditch into Bear Creek.

Application for Removal or Fi ermit

ame ______________________
ermit No. ______________________

9. Describe your proposed operation (attach additional sheet if necessary):
Contractor will use appropriate power earthmoving equipment to do the work.

10. Where will you place dredge spoils, if any? In highway roadbed.

11. When will project start? Summer ~~1976~~ 1977 Be completed? Summer ~~1977~~ 1978

12. What does the project site look like at the present time? It is in a natural state.

13. What steps do you plan to take to restore area to its natural condition? Any new or disturbed dirt slopes will be seeded and mulched.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

AWARDED: March 11, 1977
TIME: 200 Calendar Workdays

Signed Rodney B Miller

Title Gen Mgr

Date 3/14/77

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

8481 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham
Manager

Re: M.C. Lininger & Sons, Inc.
Contract 8481

We have received your letter of October 14th indicating that savings certificate 14-00314733 in the amount of $25,000 has been replaced by safekeeping receipt 145828 for savings certificate 14-00326232 in the same amount maturing January 12, 1978.

There is no change in the total of securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8481

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 12, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham
Manager

Re: M.C. Lininger & Sons, Inc.

We have received safekeeping receipt 145826 for savings certificate 14-326219 in the amount of $20,000 (applied to contract 8344) maturing November 7, 1977 and safekeeping receipt 145827 for savings certificate 14-326220 in the amount of $10,000 (applied to contract 8481) maturing January 5, 1978. These replace safekeeping 145823 in the amount of $30,000 which was applied to contract 8344.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8344	$30,000	(10,000)	$20,000
8481	35,000	10,000	45,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
~~R. Church~~
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8481

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 20, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham
Manager

Re: M.C. Lininger & Sons, Inc.
Contract 8481

We have received safekeeping receipt 145824 for savings certificate 14-00326198 in the amount of $10,000 maturing December 12, 1977.

This increases the total on deposit for this project to $35,000.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

**NOTED
C. W. HEAD**

8481 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Re: M.C. Lininger & Sons
Contract 8481

We have received your safekeeping receipt 145816 for savings certificate 14-314733 in the amount of $25,000 maturing October 11, 1977. This deposit is in lieu of retainage for contract 8481.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8481

STATE OF OREGO **INTEROF E MEMO**

1/5

TO: FILES

DATE: June 20, 1977

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Project No. RS-A353(1)
Head Road-Airport Road Section
Jackson County
Contract No. 8481

NOTED
E. S. HUNTER

The end of the subject project and contract coincides with the centerline of Airport Road. However, in the process of constructing the subject project, it has become necessary to perform some work on both Airport Road approaches and the left side of Biddle Road for approximately 204 feet to obtain a better transition.

The question arose, whether a program change was needed on the subject project to extend the limits the additional 204 feet to include this necessary work. This matter was discussed with FHWA Area Engineer, Tom Lowe, and it was mutually agreed that a program change was not necessary since the work on the Airport Road approaches would be within the present limits of the project and the work on Biddle Road being less than the full roadway section could be considered as a connection to the existing roadway which is common practice on most construction projects.

CL:dpy

cc: G. L. Green, FFHWA-w/attachments
✓E. S. Hunter
J. A. Bond

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

8481

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jackson County
Board of Commissioners
Courthouse

Medford, Oregon 97501

Attention of Mr. Robert Carstensen
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC1734

Date 4/9/77

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

3800
9900
13700

See CC1715

Itemized Statement: Additional R/W Advance Deposit $3,800.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the addition advance deposit for R/W for the Head Rd. - Airport Road Section of Biddle Road FAS A363 (formerly FAS 15-107). Covered by agreement numbered 5770.	$ 2,800.00	
		To be retained		$ 1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
515-2516-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: George W. Hopkins
George W. Hopkins
Section Head of Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8481

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FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8481

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 2, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Head Road-Airport Road
Contract No. 8481

TO: Program Management &
Scheduling Section

Attention: D. E. Swan
Federal-Aid Engineer

NOTED
E. S. HUNTER

Herewith sketch, estimate and transmittal letter from Region 3 describing a requested minor extension of the southerly limits of this project. This is to reconstruct on through the intersection with Airport Road and Biddle Road to obtain better transition. About two-thirds of the estimated $32,040 construction cost will be at existing bid prices. The rest is for new or changed items of work.

The added length on Biddle Road is approximately 300 ft. to a new end of project at Sta. 103.

We believe this is a needed and reasonable modification and request you secure FHWA approval of a minor program change accordingly.

JAB:fr

Att.

cc: E. S. Hunter

PROJECT MANAGEMENT
JUN 3 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
JUN 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE

CON 5

May 26, 1977

PROGRAM MANAGEMENT
MAY 27 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This will acknowledge receipt of check number 020137 dated May 14, 1977, in the amount of $3,800 as an additional advance deposit due to increased cost estimate for right of way acquisition on your FAS-C Head Road-Airport Road Section of Biddle Road.

By a copy of this letter, your check is being forwarded to Mr. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management ✓
V.E. Skoog w/attachment
Virgil Wilson
George Thornton
Keith Martin

NOTED
MARION C. HOLMES

P. Mgmt

ROBERT W. STRAUS
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~

CON 5

May 16, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This is to advise that in keeping with your recent request, the Region Right of Way Supervisor now estimates the cost of right of way acquisition for your Head Road-Airport Road Section of Biddle Road, FAS-C Project No. RS-15-107(3), is $196,200.

You wished to be advised of the increased advance deposit required. This will be $3,800 in addition to the $9,900 already received.

Please forward a check for $3,800 to this office for bringing your overall advance deposit in line with the current estimates.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY J. X. WILSON

By for GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
George Thornton
Keith Martin

PROJECT MANAGEMENT
MAY 18 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

N

NOTED
M…NOR C. HOLMES

Glen Clark
Region 3 Federal Aid Engineer

RHP
Robert H. Prange
Local Projects Manager

May 12, 1977

Head Road-Airport Road Section
Biddle Road, FAS A363 (Formerly FAS 15-107)
Jackson County
Project No. RS-15-107(3)
Prefix 515-2516

Jackson County contacted the Accounting Section and requested they be billed for additional matching funds to cover their share of the increase for the right-of-way costs on this project.

Virgil Wilson informed us the new estimated cost of the right-of-way is $196,200. The seven percent advance deposit would be $13,742.80, or $13,700 (rounded), less $9,900 which we received earlier, or $3,800.

RHP/HR:sch

HR

8481

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-[illegible])
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jackson County
Courthouse
Medford, Oregon 97501

Attention of Mr. Robert Carstensen, Director
Department of Public Works

Request No. (assigned by staff engineer or head of division) cc-1715

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

See cc 1734

Itemized Statement: Right-of-way Advance Deposit $9,900.00

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for the right-of-way for Head Rd.-Airport Rd. Section, Biddle Rd., FAS A-363 (Formerly FAS 15-107), covered by agreement dated 3/30/71	$7,900.00	
		To Be Retained		$2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $9,900.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 515-2516-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8481

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F296

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jackson County
Courthouse
Medford, Oregon 97501

Attention of Mr. Robert Carstensen, Director
Department of Public Works

Request No. (assigned by staff engineer or head of division) cc-1715

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

See cc 1734

$9,900.00

Itemized Statement: Right-of-way Advance Deposit

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for the right-of-way for Head Rd.-Airport Rd. Section, Biddle Rd., FAS A-363 (Formerly FAS 15-107), covered by agreement dated 3/30/71 To Be Retained	$7,900.00	$2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $9,900.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 515-2516-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: George N. Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

#8481

B4 4-4-77

March 18, 1977

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Penny Hobbs

Dear Penny:

Re: Head Road-Airport Road Section
FAS 15-107
Jackson County

Here is the Removal/Fill Permit application for OSHD No. 165 and Purchase Order No. H407031 to cover the fee.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley
Keith Martin

RETURN TO: Don Trout, Room 223, State Transportation Bldg., Salem, OR 97310

~~Send To: Director, Division of ate Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

OSHD Permit No. 165
Head Rd.-Airport Rd. Sec.
FAS 15-107
Jackson County
November 25, 1975

FOR DIVISION USE:
Please return by
Date received
Permit No.
Waterway
County

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name M. C. LININGER & SONS, INC.
Address P. O. Box 1145 Telephone 779-2303
City Medford State Oregon Zip Code 97501

2. Project Supervisor's Name DALE LININGER
Address (same as above) Telephone same
City State Zip Code

3. Property Owner's Name Oregon State Highway Division
Address State Highway Building Telephone
City Salem State Oregon Zip Code 97310

4. Will the project be removal fill combination X riprap X

5. Will your fill consist of rock X gravel sand silt other
Will your removal consist of rock gravel sand silt other dirt

6. Volume of fill material required: annually total project 110 cu. yds.
Volume of removal required: annually total project 150 cu. yds.

7. Name of waterway affected by project Bear Creek
a. Tributary of Unknown
b. River mile Section 2 Township 37S. Range 2W.
c. County Jackson
d. Popular local description of project location: Bear Creek Bridge on Head Road.

8. What is the purpose of your project? To construct a storm sewer outlet ditch into Bear Creek.

Application for Removal or Fill Permit

Name
Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use appropriate power earthmoving equipment to do the work.

10. Where will you place dredge spoils, if any? In highway roadbed.

11. When will project start? Summer ~~1976~~ 1977 Be completed? Summer ~~1977~~ 1978

12. What does the project site look like at the present time? It is in a natural state.

13. What steps do you plan to take to restore area to its natural condition? Any new or disturbed dirt slopes will be seeded and mulched.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

AWARDED: March 11, 1977
TIME: 200 Calendar Workdays

Signed Rodney R Miller

Title Gen Mgr

Date 3/16/77

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*73645-141

8481

File Copy

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jackson Co. Bd. of Commissioners
Courthouse
Medford, Oregon 97501

Attention of Mr. Robert Carstensen, Director
Department of Public Works

Request No. (assigned by staff engineer or head of division) CC-1697

Date March 18, 1977

Payer's Order No. (if any)

Department Order No. (if any) **(Number of "Order to Render Service")**

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $76,100.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of Head Rd.-Airport Rd. Section, Biddle Rd., FAS A-363 (formerly 15-107). Covered by agreement dated 3/30/71	$60,100.00	
		Amount to be Retained		$16,000.00

If payer has made payment for this service, indicate the amount of payment. $	**Credit distribution:** 515-1091-297
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 76,100.00	**Submitted by:** Harold Reynolds Harold Reynoldson
Is this a partial or final request for billing? Partial	**Approved:** Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	**Approved:** Geo. M. Hopkins Geo. Hopkins Department [illegible]
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer [illegible] engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for [illegible] office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be [illegible] Accounting Division.

8481

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CONS-8481

Grants Pass, Oregon 97526
11 March 1977

Keith L Martin

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Head Road-Airport Road Sec.
Biddle Road
Jackson County

TO: Bridge Engineer
State Highway Building

Forwarded for checking are Detail sheet and Drawing SK-1 of the reinforcing steel to be used in the special siphon box shown on sheet 2B-3 of the plans.

Versteeg
Olson
I Christensen Doc ✓
Scott
Swenson
Savage
Trout

RECEIVED
MAR 15 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard — ✓ Dorn Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
T. G. THOMPSON

RECEIVED
MAR 14 1977
BRIDGE SECTION

FARWEST STEEL
P.O. Box 632 Phone 343-7781
2000 Henderson Street
EUGENE, OREGON

Sold To MEDFORD CONST
Ship To HEAD RD. - AIRPORT RD
MEDFORD, OREGON
JOB. NO. 5-293 DET BY THJ
SHEET 1 OF

DATE: 3-8-77

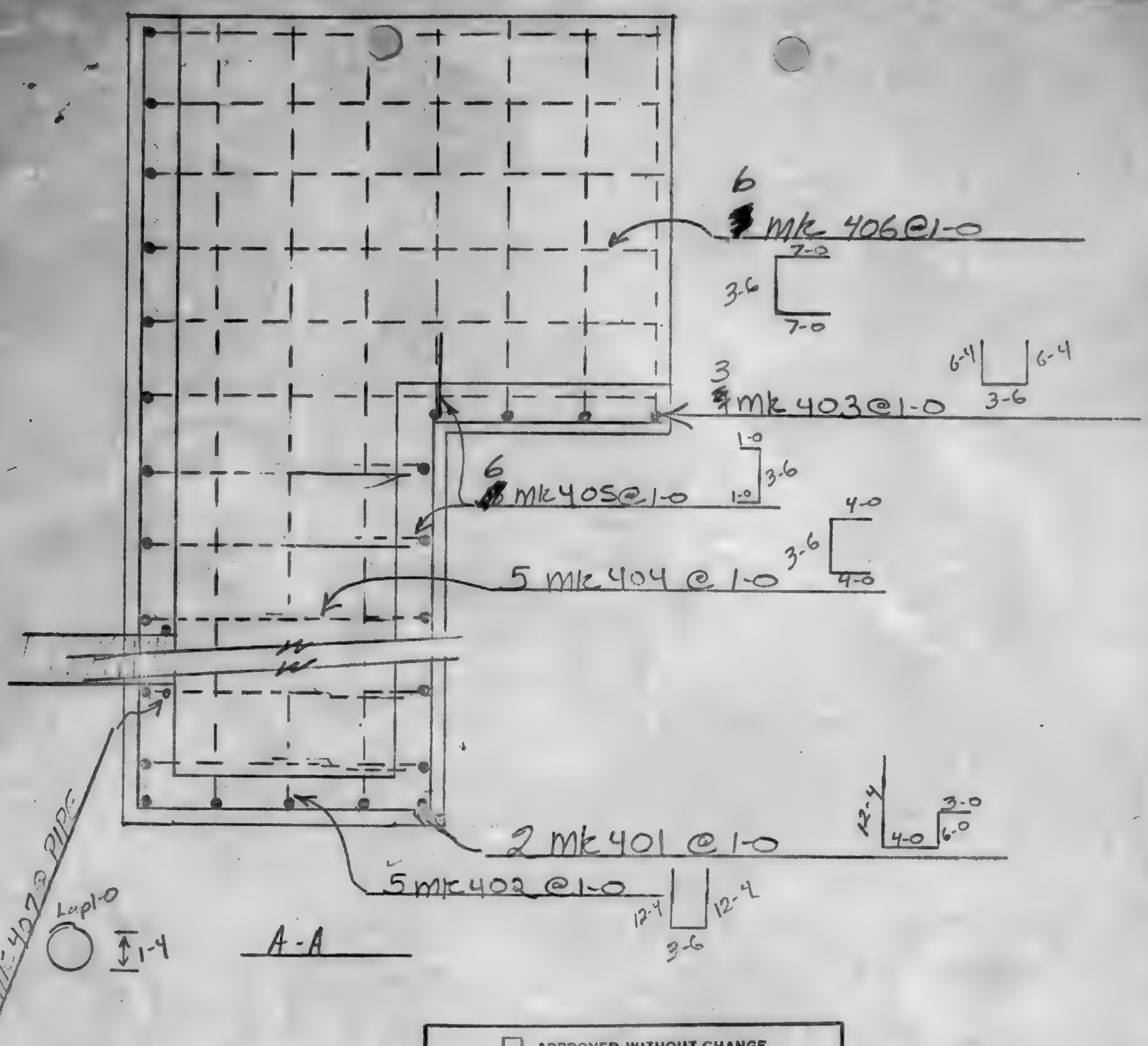
SEE DWG SK-1

SPECIAL SIPHON BOX

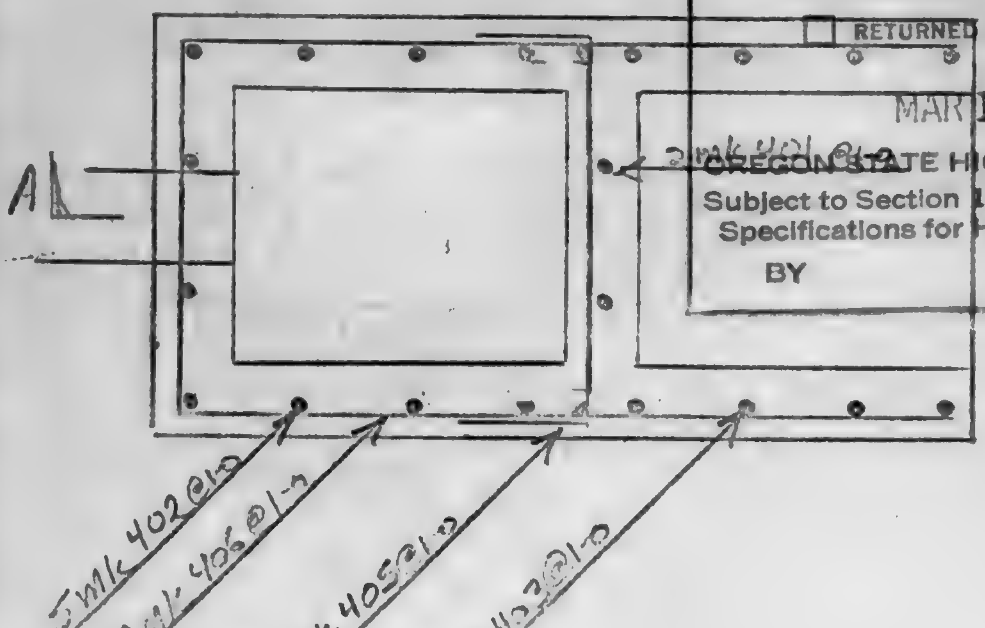
NO.	SIZE	LENGTH	MARK	HOOK	↕ D	HOOK	DEPTH	LOCATION
2	4	25-4	401	12-4 4-0 6-0 3-0				LONGITS @ 1-0
	4	28-2	402	12-4 3-6 12-4				TRANVS @ 1-0
3 X	4	16-2	403	6-4 3-6 6-4				TRANVS @ 1-0
	4	11-6	404	4-0 3-6 4-0				HORIZ @ 1-0
4 X	4	5-6	405	1-0 3-6 1-0				HORIZ @ 1-0
6 X	4	17-6	406	7-0 3-6 7-0				HORIZ @ 1-0
1	4	5-2	407	Lap 1-0	1-4			AROUND PIPE

☐ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION
MAR 16 1977
OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
MAR 10 1977


6 mk 406@1-0
7-0
3-6
7-0
3 mk 403@1-0
6-4
6-4
3-6
6 mk405@1-0
1-0
3-6
1-0
4-0
3-6
4-0
5 mk 404 @ 1-0
12-4
3-0
4-0
6-0
2 mk 401 @1-0
5 mk 402 @1-0
12-4
12-4
3-6
1 mk 407 @ PIPE
Lap 1-0
1-4

A-A


A
2 mk 401 @1-0
5 mk 402@1-0
7 mk 406@1-0
5 mk 405@1-0
4 mk 403@1-0

☐ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

MAR 1 6 1977

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard
Specifications for Highway Construction
BY

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
MAR 1 0 1977

FARWEST STEEL
SPECIAL SIPHON BOX
ITEM 42
DATE: 3-8-77 BY: TOI
DWG: SK-1

#8481

~~84 3-25-77~~

March 11, 1977

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

Re: Head Road-Airport Road Section
FAS 15-107
Jackson County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached application completed by you.

Information required is:

Your telephone number, the name and address of the Project Supervisor doing this work and your signature on Page 2.

You may expedite this matter by returning the completed application to the Highway Division as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley
Keith Martin

RETURN TO: Don Trout, Room 223, State Transportation Bldg., Salem, OR 97310

~~Send To: Director, Division o ate Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

OSHD Permit No. 165
Head Rd.-Airport Rd. Sec.
FAS 15-107
Jackson County
November 25, 1975

FOR DIVISION USE:
Please return by ______
Date received ______
Permit No. ______
Waterway ______
County ______

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name M. C. LININGER & SONS, INC.
Address P. O. Box 1145 Telephone ______
City Medford State Oregon Zip Code 97501

2. Project Supervisor's Name ______
Address ______ Telephone ______
City ______ State ______ Zip Code ______

3. Property Owner's Name Oregon State Highway Division
Address State Highway Building Telephone ______
City Salem State Oregon Zip Code 97310

4. Will the project be removal ______ fill ______ combination X riprap X

5. Will your fill consist of rock X gravel ______ sand ______ silt ______ other ______
Will your removal consist of rock ______ gravel ______ sand ______ silt ______ other dirt

6. Volume of fill material required: annually ______ total project 110 cu. yds.
Volume of removal required: annually ______ total project 150 cu. yds.

7. Name of waterway affected by project Bear Creek
a. Tributary of Unknown
b. River mile ______ Section 2 Township 37S. Range 2W.
c. County Jackson
d. Popular local description of project location: Bear Creek Bridge on Head Road.

8. What is the purpose of your project? To construct a storm sewer outlet ditch into Bear Creek.

141-31-04-74

Application for Removal or Fill Permit

Name ____________________
Permit No. ____________________

9. Describe your proposed operation (attach additional sheet if necessary):
Contractor will use appropriate power earthmoving equipment to do the work.

10. Where will you place dredge spoils, if any? In highway roadbed.

11. When will project start? Summer 1976 Be completed? Summer 1977

12. What does the project site look like at the present time? It is in a natural state.

13. What steps do you plan to take to restore area to its natural condition? Any new or disturbed dirt slopes will be seeded and mulched.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

AWARDED: March 11, 1977
TIME: 200 Calendar Workdays

Signed ____________________

Title ____________________

Date ____________________

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

Highway Job No. 165
Bear Creek
Jackson County

FROM DIVISION OF STATE LANDS

Head Road-Airport Road Section
FAS 15-107

Corrected PRELIMINARY ATTACHMENT "A"

Special Conditions for Removal/Fill Permit No. 2206

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.
2. There shall be no operation of equipment in the active flowing stream between October 15 and September 1.
3. The stream shall not be diverted from the natural bed nor within the natural bed.
4. Riprap shall be placed under these conditions:
   - a. Only clean, erosion resistant rock from an upland source shall be used as riprap.
   - b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
   - c. The riprap rock shall be placed from above the bank.
   - d. There shall be no operation of equipment in the active flowing stream except to dig a toe trench. A twenty-five foot toe trench is required.
5. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.
6. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

January 13, 1976

RECEIVED
JAN 16 1976
ROAD
DESIGN
SECTION

_____ Versteeg _____
_____ Olson _____
Copy Terpin _____
_____ Scott _____
Copy Swenson _____
Copy Anderson _____
_____ Trout _____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___
Other _____

[illegible]

Highway Job No. 165
Bear Creek
Jackson County
Head Rd.-Airport Rd. Sec.
FAS 15-107

FROM DIVISION OF S E LANDS

PRELIMINARY ATTACHMENT "A"

Special Conditions for Removal/Fill Permit No. 2206

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no operation of equipment in the active flowing stream between ~~September 1~~ Oct 15 and ~~October 15.~~ Sep 1 (Info from Jan Haley 1-12-76)

3. The stream shall not be diverted from the natural bed nor within the natural bed.

4. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. The riprap rock shall be placed from above the bank.

   d. There shall be no operation of equipment in the active flowing stream except to dig a toe trench. A twenty-five foot toe trench is required.

5. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.

6. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

Send Revised Copies 1-12-76 Jh
to All

___ Versteeg ___
___ Olson ___
Copy Terpin ___
___ Scott ___
Copy Swanson ___
Copy Anderson ___
___ Tr ___
Jh
Copy to Environment
RECEIVED
JAN 5 1976
ROAD DESIGN SECTION
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___
Other ___

TELEPHONE MEMO

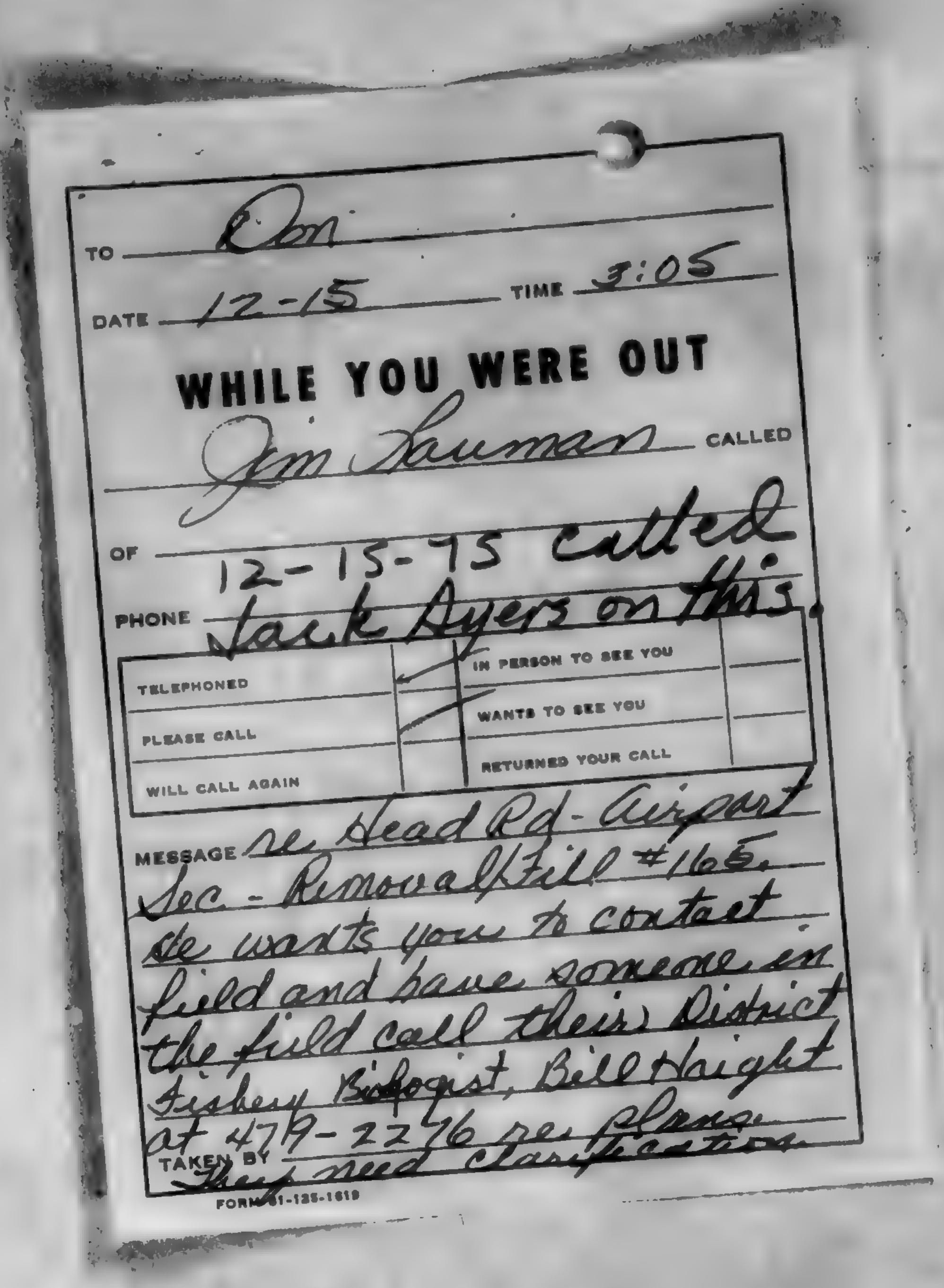
Date 12-17-75

Received Call From Earl Purdy

Made Call To

Re: Head Rd - Airport Rd. R/F permit application - Lowman had requested someone call Bill Haight & explain our proposal - Purdy did this - Haight indicated there would undoubtedly be time restrictions for work in the stream.

Signature



TO Don

DATE 12-15 TIME 3:05

WHILE YOU WERE OUT

Jim Lauman CALLED

OF 12-15-75 called

PHONE Jack Ayers on this.

TELEPHONED	✓	IN PERSON TO SEE YOU	
PLEASE CALL	✓	WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL	

MESSAGE re Head Rd - Airport Sec. - Removal Fill #165. He wants you to contact field and have someone in the field call their District Fishery Biologist, Bill Haight at 479-2276 re plans. They need clarification

TAKEN BY

FORM 61-125-1619

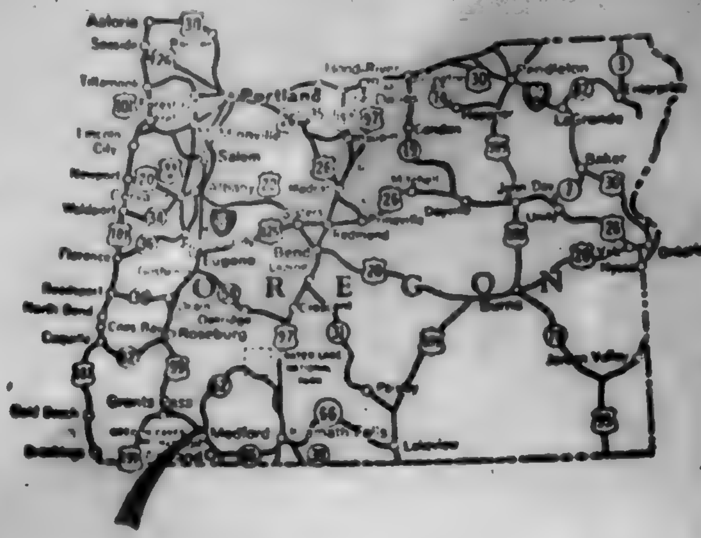
HEAD RD. ~ AIRPORT RD. SEC. FAS 15-107 JACKSON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

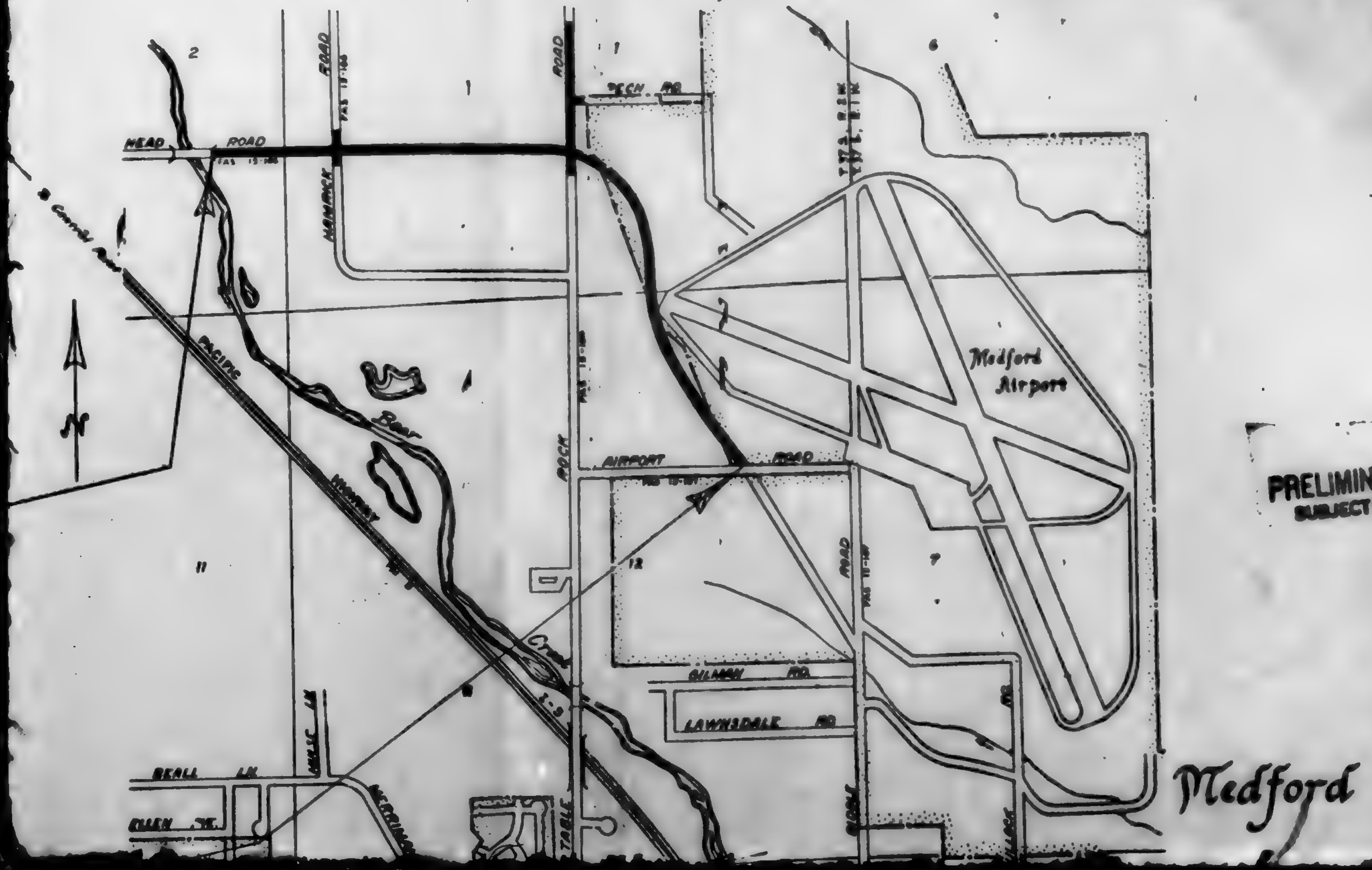
HEAD RD. ~ AIRPORT RD. SEC.

FAS 15-107
JACKSON COUNTY

PRELIMINARY COPY
NOV 21 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Astoria
Portland
Salem
Albany
Eugene
Bend
Roseburg
Grants Pass
Medford
Klamath Falls
Lakeview
Burns
Baker
Pendleton
La Grande
O R E G O N



HEAD ROAD
FAS 15-100
HAMRICK ROAD
FAS 15-100
ROCK ROAD
FAS 15-100
TECH. RD.
AIRPORT ROAD
FAS 15-107
Medford Airport
ROAD
FAS 15-100
T.37 S. R.2 W.
T.37 S. R.1 W.
Bear Creek
PACIFIC HIGHWAY
I-5
GILMAN RD.
LAWNSDALE RD.
BEALL LN.
ELLEN ST.
TABLE
MERRIMAN
N
2
1
6
11
12
7
Medford

PRELIMINARY COPY
SUBJECT TO CHANGE

FRED B. KLABOE
MAY 6, 1958

EDGAR S. HUNTER
MAY 13, 1960

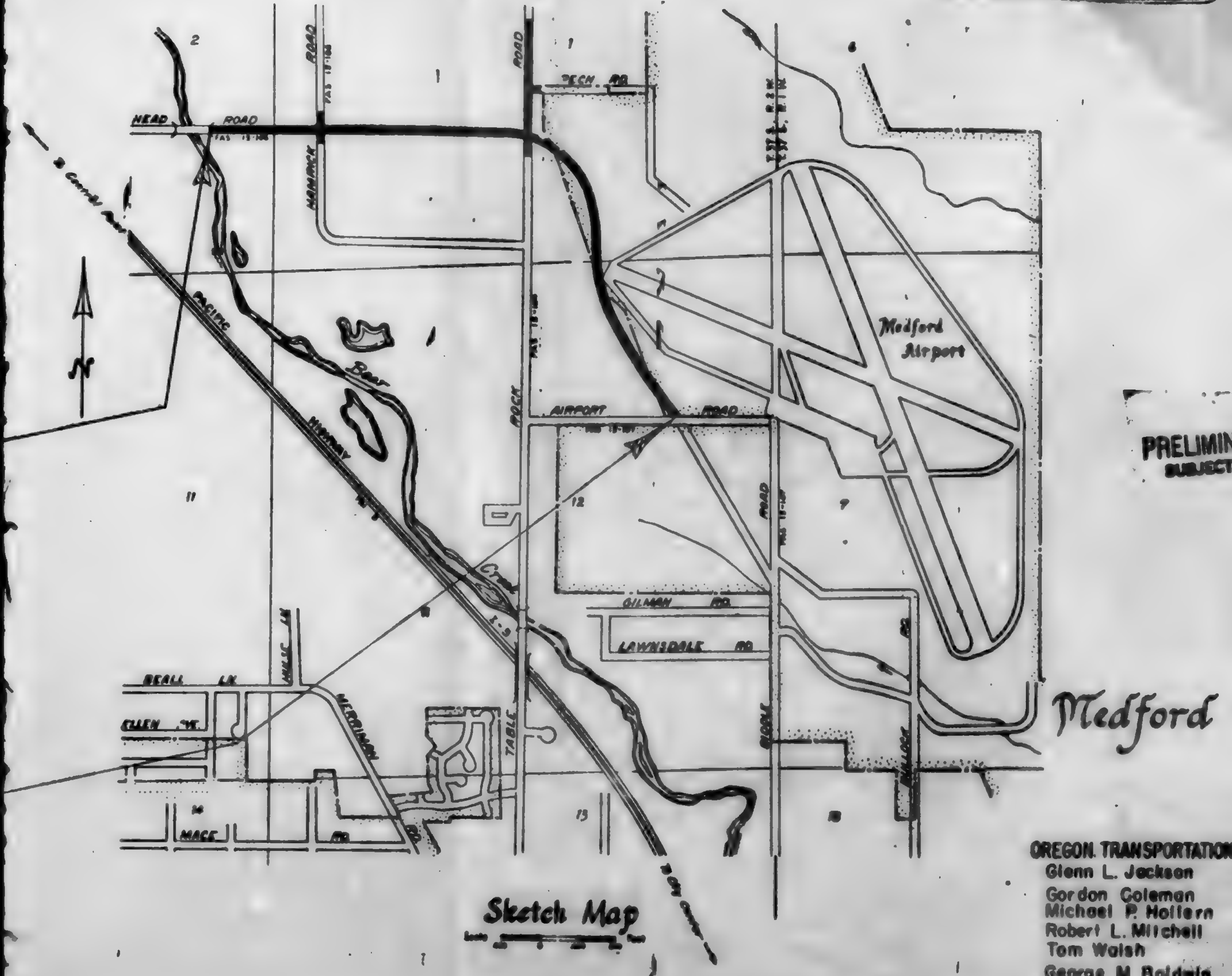
Fred B. Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

HEAD RD. ~ AIRPORT RD. SEC.

FAS 15-107
JACKSON COUNTY

PRELIMINARY COPY
NOV 2 1 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Portland
Salem
Albany
Eugene
Bend
Redmond
Roseburg
Grants Pass
Medford
John Day
Baker
Burns
O R E G O N



HEAD ROAD
HAMRICK ROAD
TECH RD
TABLE ROCK ROAD
AIRPORT ROAD
BIDDLE ROAD
GILMAN RD
LAWNSDALE RD
Medford Airport
Bear Creek
PACIFIC HIGHWAY
I-5
BEALL LN
ELLEN AVE
MERRIMAN RD
MACE RD
Medford
N
Sketch Map

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

Fred B. Klaboe	ADMINISTRATOR AND HIGHWAY ENGINEER
E. S. Hunter	DEPUTY HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

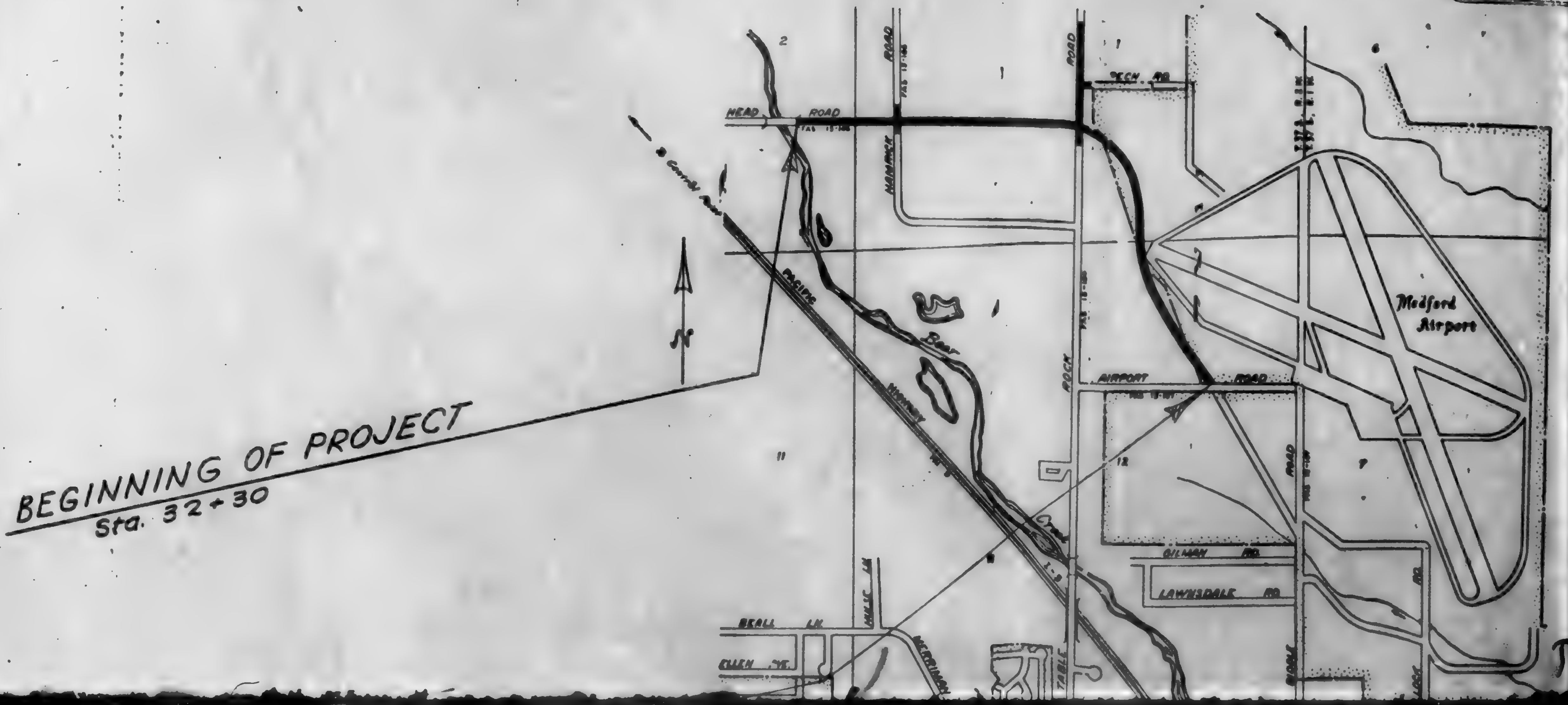
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Typical Sections
2B, 2B-2	Details & Stage Construction Typ. Sec's.
2C	Temporary Protection & Direction Of Traffic
2D, 2D-2	Pipe Data
2E, 2E-2	Signing
2F	Summary
3	Plan & Profile
4	Plan
4A	Profiles
5	Plan & Profile
5A	Storm Sewer Outfall

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

HEAD RD. ~ AIRPORT RD. SE

FAS 15-107
JACKSON COUNTY

PRELIMIN
NOV
SUBJECT
FINAL D


BEGINNING OF PROJECT
Sta. 32+30
N
HEAD ROAD
HAMRICK ROAD
ROCK ROAD
TECH RD
AIRPORT ROAD
Medford Airport
Bear Creek
PACIFIC HIGHWAY
GILMAN RD
LAWNSDALE RD
BEALL LN
ELLEN AVE
MERRIMAN
TABLE
BIDDLE ROAD

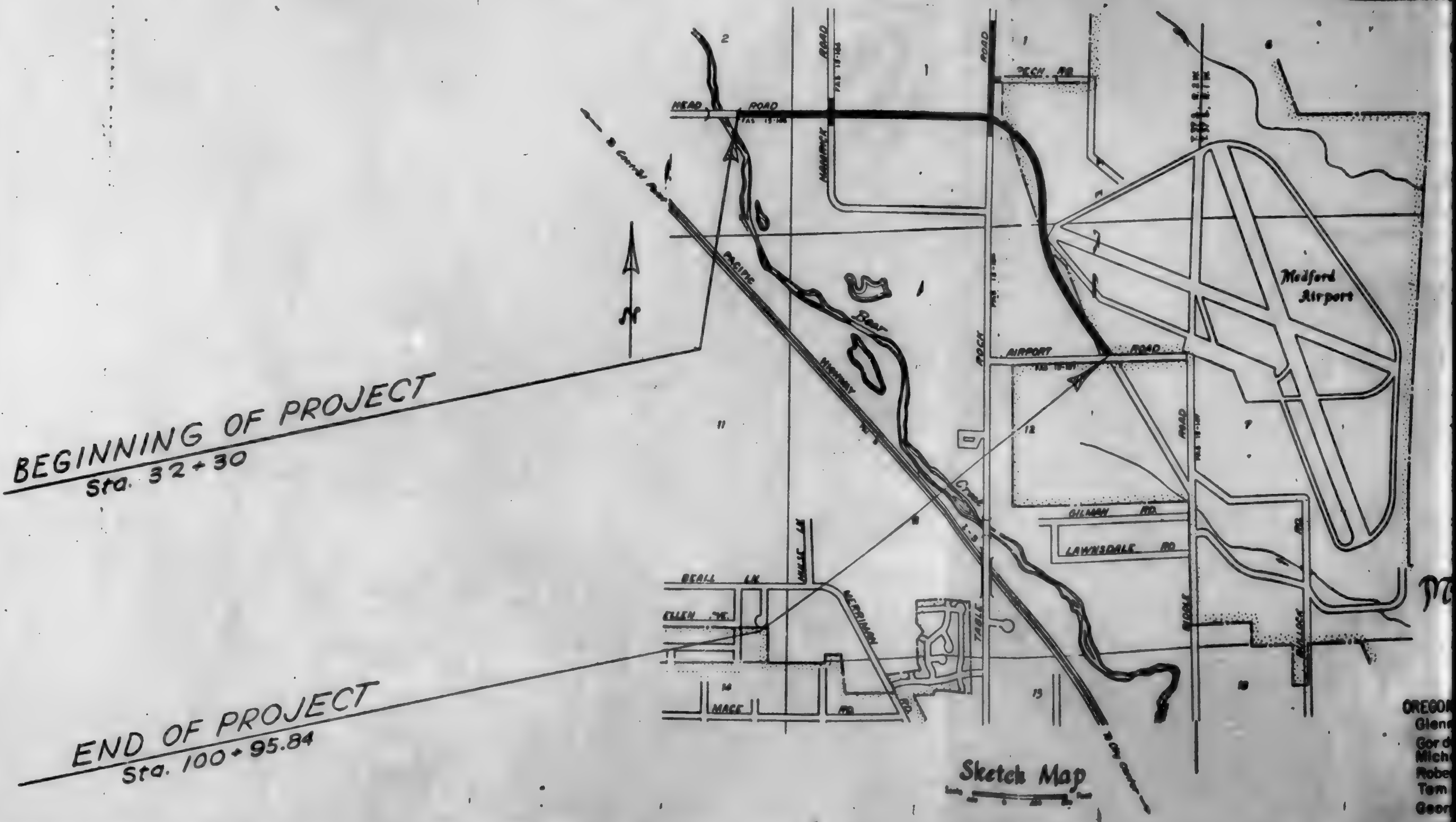
2B,2E-2	Signing
2F	Summary
3	Plan & Profile
4	Plan
4A	Profiles
5	Plan & Profile
5A	Storm Sewer Outfall

PLANS FOR PROPOSED

HEAD RD. ~ AIRPORT RD. SE

FAS 15-107
JACKSON COUNTY

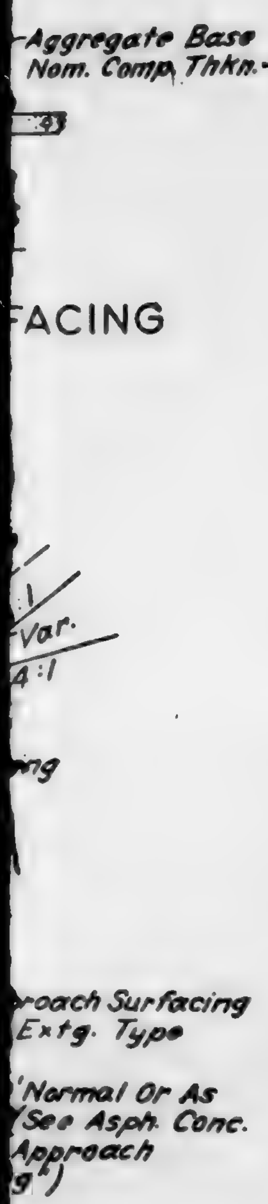
PRELIMI
NOV
SUBJECT
FINAL D

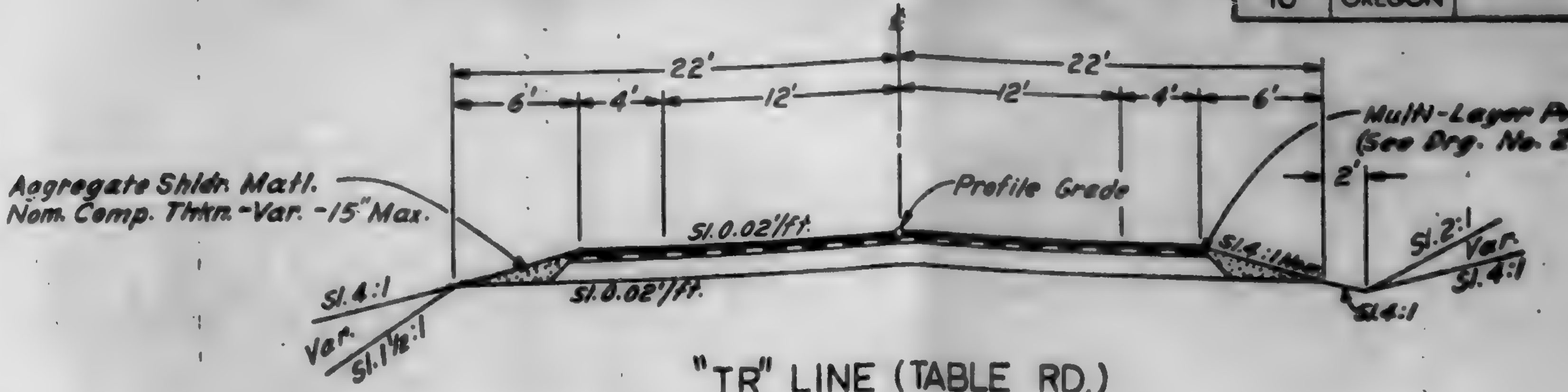

BEGINNING OF PROJECT
Sta. 32+30
END OF PROJECT
Sta. 100+95.84
N
HEAD
ROAD
FAS 15-106
HAMRICK
ROAD
ROCK
ROAD
TECH. RD
AIRPORT
ROAD
FAS 15-107
Medford
Airport
PACIFIC
HIGHWAY
I-5
Bear
Creek
GILMAN RD.
LAWNSDALE RD.
BEALL LN.
ELLEN AVE.
MERRIMAN RD.
MACE RD.
TABLE
BIDDLE
ROAD
BULLOCK
RD.
1
2
11
12
13
14

Sketch Map

OREGO
Glen
Gord
Mich
Robe
Tom
Geor

H D RD.-AIRPORT RD. SEC. F.A.S. 15-107 JACKSON COUNTY				SHEET No. 2A
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

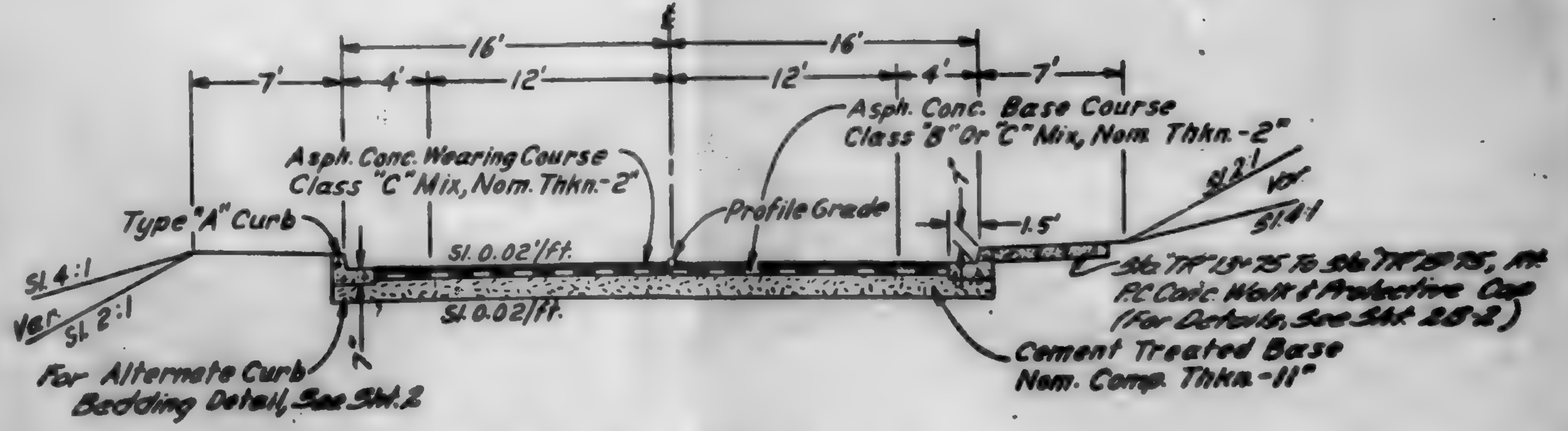

-Aggregate Base
Nom. Comp. Thkn.-8"
FACING
Var.
4:1
ng
roach Surfacing
Extg. Type
'Normal Or As
(See Asph. Conc.
Approach
g')


22'
22'
6'
4'
12'
12'
4'
6'
Multi-Layer Pvmt. Const.
(See Drg. No. 2050)
2'
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Var.-15" Max.
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Max.
Sl. 4:1
Var.
Sl. 1½:1
Sl. 2:1
Var.
Sl. 4:1
Sl. 4:1

"TR" LINE (TABLE RD.)

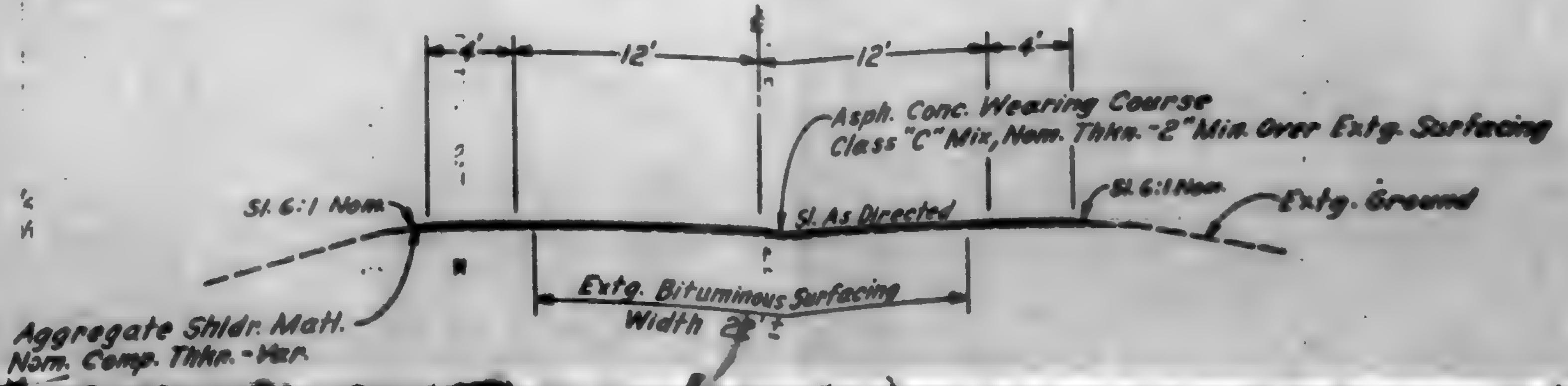
STA. "TR" 9 + 50 To STA. "TR" 10 + 75
"TR" 17 + 00 To "TR" 22 + 00

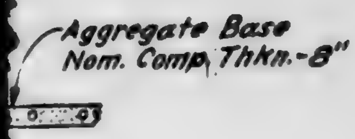
(For Surfacing Details Not Shown See Section Below)


16'
16'
7'
4'
12'
12'
4'
7'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Asph. Conc. Base Course
Class "B" Or "C" Mix, Nom. Thkn.-2"
Profile Grade
1.5'
Type "A" Curb
Sl. 0.02'/ft.
Sl. 0.02/ft.
Sl. 4:1
Var.
Sl. 2:1
Sl. 2:1
Var.
Sl. 4:1
Sta. "TR" 13+75 To Sta. "TR" 15+75, Rt.
P.C. Conc. Walk & Protective Cap
(For Details, See Sht. 2B-2)
Cement Treated Base
Nom. Comp. Thkn.-11"
For Alternate Curb
Bedding Detail, See Sht. 2

"TR" LINE (TABLE RD.)

STA. "TR" 12 + 50 To STA. "TR" 17 + 00

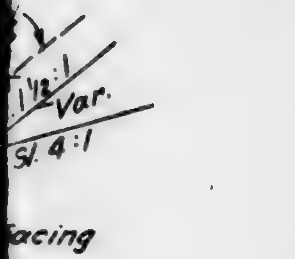

4'
12'
12'
4'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2" Min. Over Extg. Surfacing
Sl. 6:1 Nom.
Sl. As Directed
Sl. 6:1 Nom.
Extg. Ground
Extg. Bituminous Surfacing
Width 22'±
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Var.



Aggregate Base
Nom. Comp. Thkn.-8"

EL

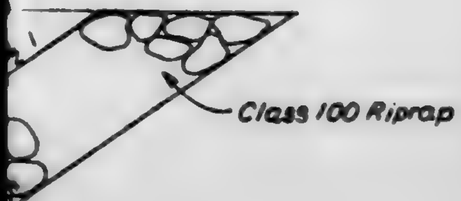
RFACING



1½:1
Var.
Sl. 4:1
acing

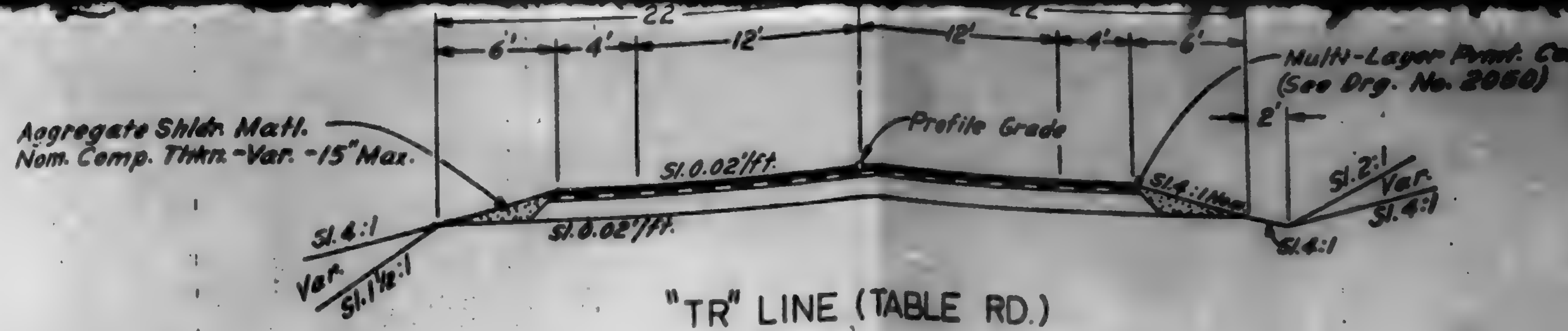
Approach Surfacing
ch Extg. Type

30' Normal Or As
d (See Asph. Conc.
e Approach
cing")



Class 100 Riprap

+00 Lt.

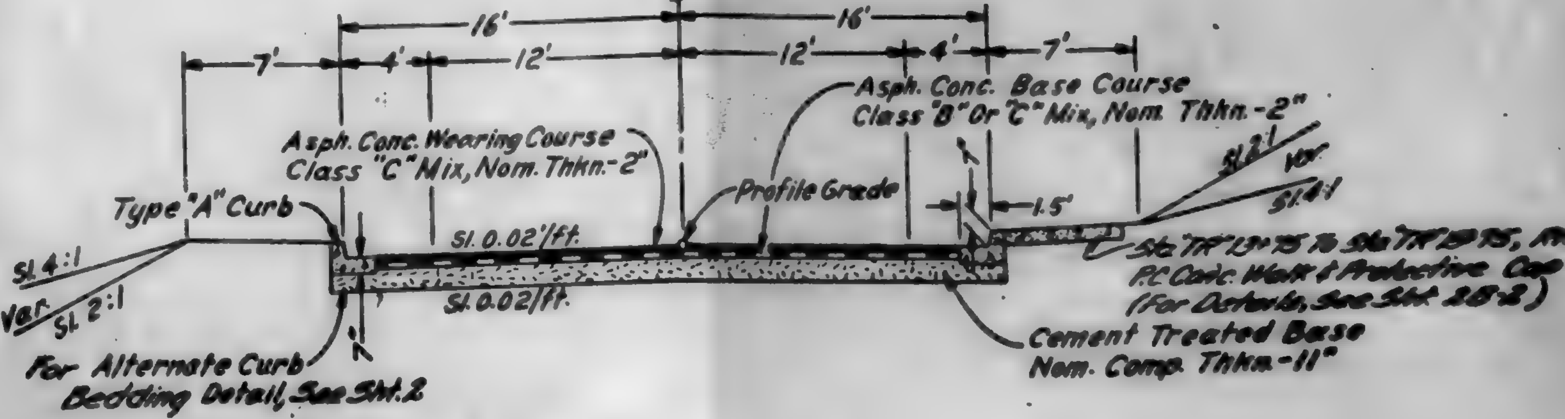


22
22
6'
4'
12'
12'
4'
6'
Multi-Layer Pvmt. Const.
(See Drg. No. 2060)
2'
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Var.-15" Max.
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 2:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1

"TR" LINE (TABLE RD.)

STA. "TR" 9+50 To STA. "TR" 10+75
"TR" 17+00 To "TR" 22+00

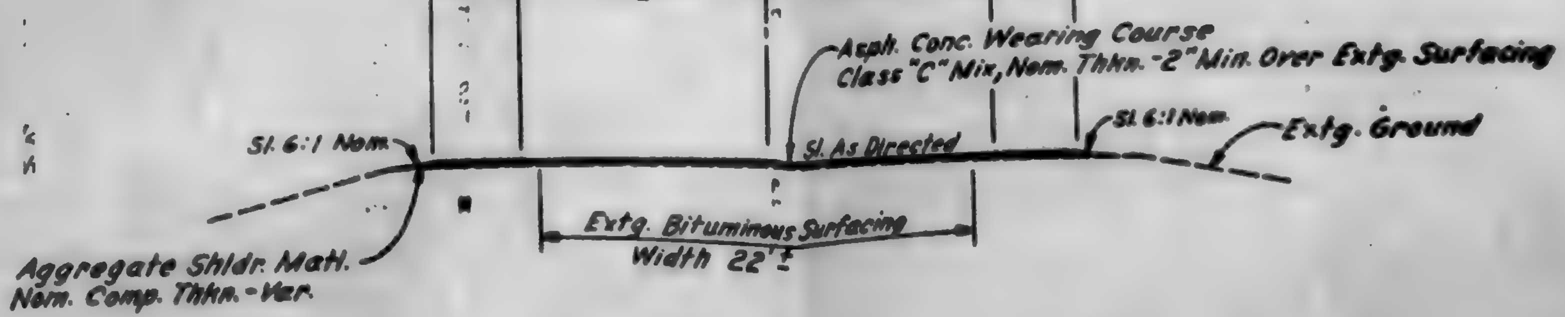
(For Surfacing Details Not Shown See Section Below)



℄
16'
16'
7'
4'
12'
12'
4'
7'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Asph. Conc. Base Course
Class "B" Or "C" Mix, Nom. Thkn.-2"
Profile Grade
Type "A" Curb
1.5'
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 2:1
Sl. 2:1
Var.
Sl. 4:1
Sta. "TR" 13+75 To Sta. "TR" 19+75, Rt.
P.C. Conc. Walk & Protective Cap
(For Details, See Sht. 2B-2)
For Alternate Curb
Bedding Detail, See Sht. 2
Cement Treated Base
Nom. Comp. Thkn.-11"

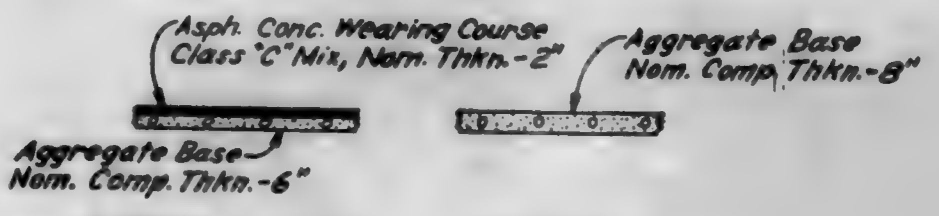
"TR" LINE (TABLE RD.)

STA. "TR" 12+50 To STA. "TR" 17+00



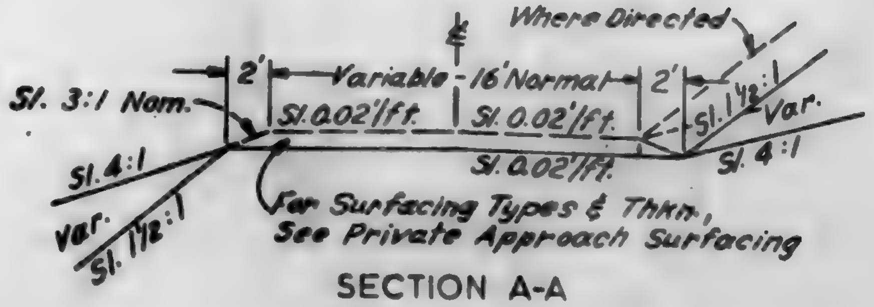
℄
4'
12'
12'
4'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2" Min. Over Extg. Surfacing
Sl. 6:1 Nom.
Sl. As Directed
Sl. 6:1 Nom.
Extg. Ground
Extg. Bituminous Surfacing
Width 22'±
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Var.

STA. "TR" 22+00 To STA. "TR" 24+00

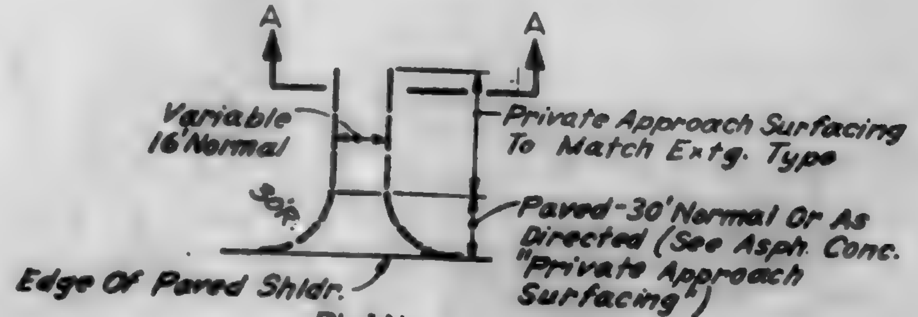

Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-2"
Aggregate Base Nom. Comp. Thkn.-6"
Aggregate Base Nom. Comp. Thkn.-8"

ASPHALT CONC. GRAVEL

PRIVATE APPROACH SURFACING

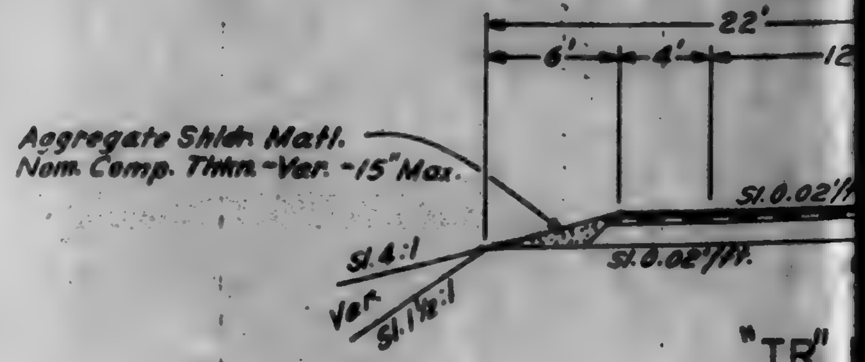

Where Directed
℄
2'
Variable - 16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn., See Private Approach Surfacing

SECTION A-A


A
A
Variable 16' Normal
30' R.
Private Approach Surfacing To Match Extg. Type
Paved-30' Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
Edge Of Paved Shldr.

PLAN

APPROACH

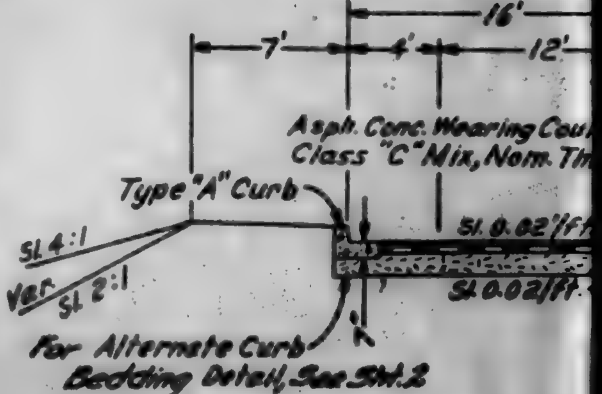

22'
6'
4'
12
Aggregate Shldr. Matl. Nom. Comp. Thkn.-Var. -15" Max.
Sl. 0.02'/f
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1

"TR"

STA. "TR" 9

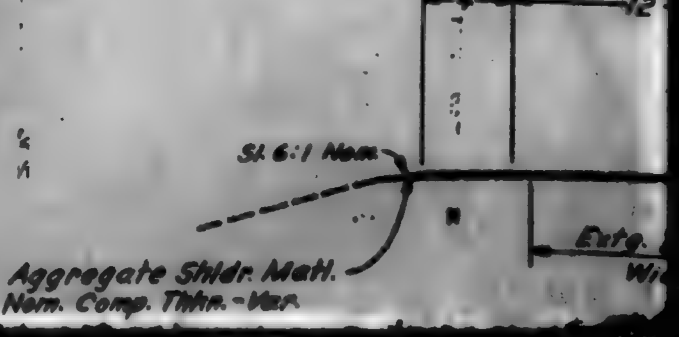
"TR" 17

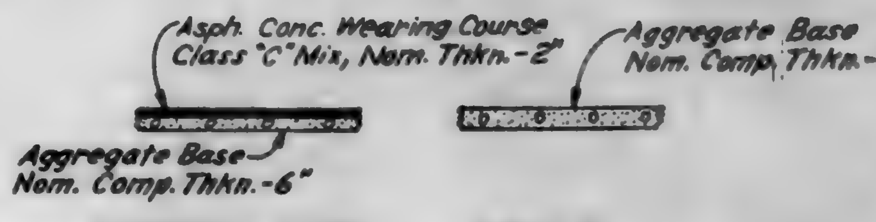
(For Surfacing De


16'
7'
4'
12'
Asph. Conc. Wearing Cou Class "C" Mix, Nom. Th
Type "A" Curb
Sl. 0.02'/ft
Sl. 0.02/ft.
Sl. 4:1
Var.
Sl. 2:1
For Alternate Curb Bedding Detail, See Sht. 2

"TR" L

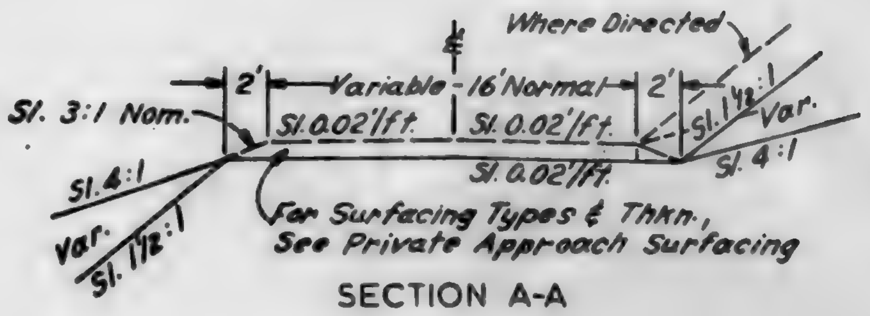
STA. "TR" 12


4'
12'
Sl. 6:1 Nom.
Extg.
Wi
Aggregate Shldr. Matl. Nom. Comp. Thkn.-Var.

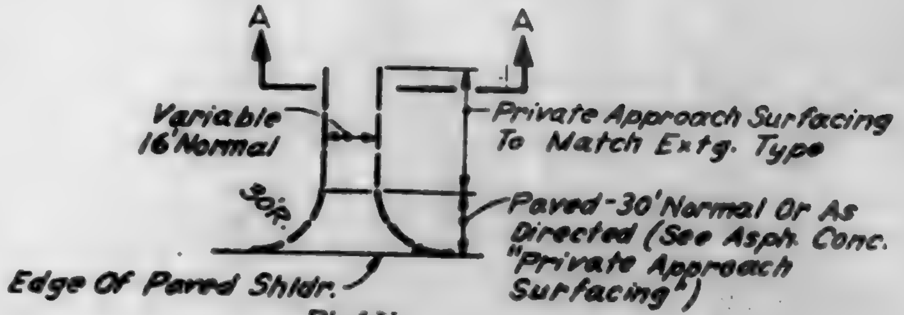

Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Aggregate Base
Nom. Comp. Thkn.-6"
Aggregate Base
Nom. Comp. Thkn.-8"

ASPHALT CONC.   GRAVEL

PRIVATE APPROACH SURFACING

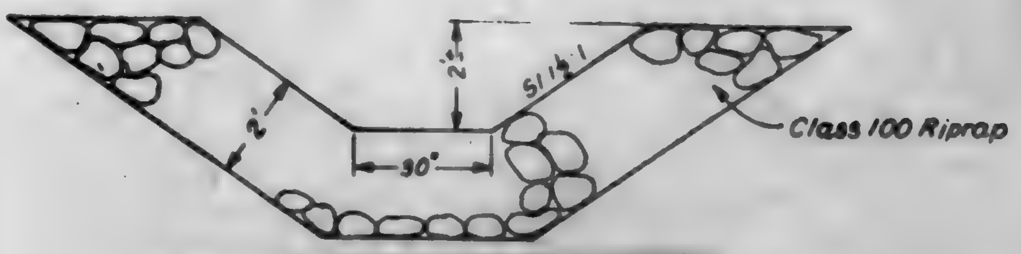

Where Directed
℄
2'
Variable - 16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn.,
See Private Approach Surfacing

SECTION A-A


A
A
Variable
16' Normal
30' R.
Private Approach Surfacing
To Match Extg. Type
Paved-30' Normal Or As
Directed (See Asph. Conc.
"Private Approach
Surfacing")
Edge Of Paved Shldr.

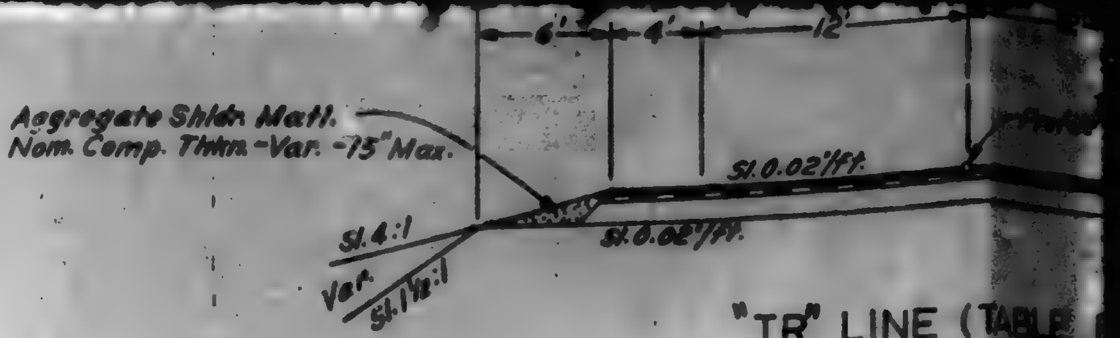
PLAN

APPROACH


2'
2½'
Sl. 1½:1
30'
Class 100 Riprap

OUTFALL DITCH

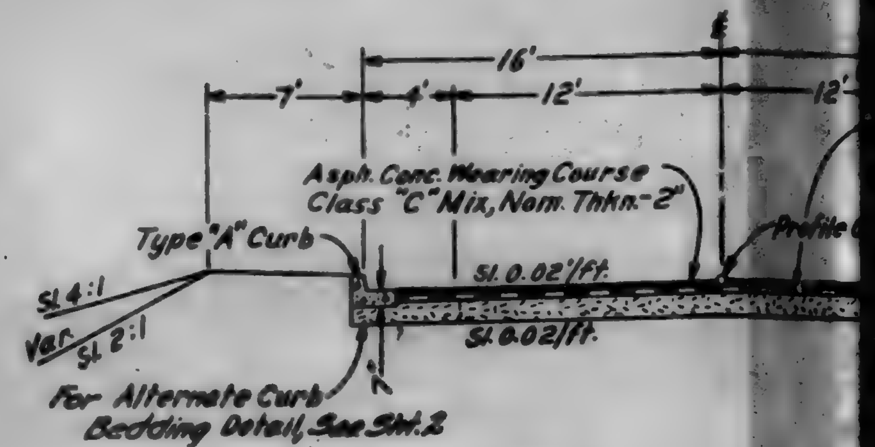
STA. 31+00 To STA. 32+00 Lt.


6'
4'
12'
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Var. -15" Max.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1
Profile

"TR" LINE (TABLE

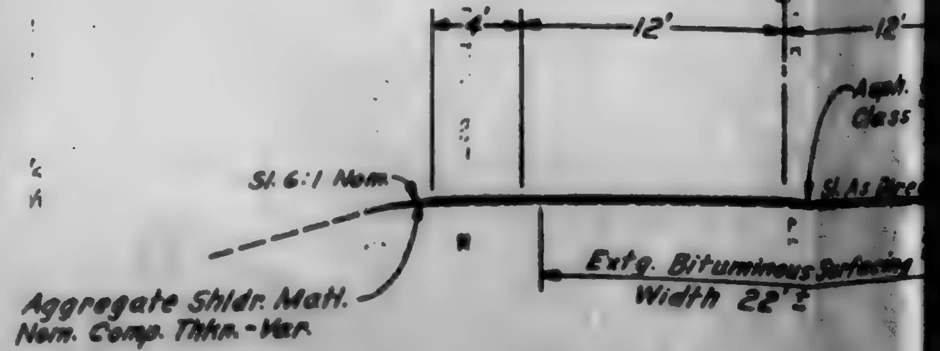
STA. "TR" 9+50 To STA. "TR"
"TR" 17+00 To "TR"

(For Surfacing Details Not Shown See


℄
16'
7'
4'
12'
12'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Type "A" Curb
Profile
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 2:1
For Alternate Curb
Bedding Detail, See Sht. 2

"TR" LINE (TABLE

STA. "TR" 12+50 To STA. "TR"


℄
4'
12'
12'
Asph.
Class
Sl. 6:1 Nom.
Sl. As Directed
Extg. Bituminous Surfacing
Width 22'±
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Var.

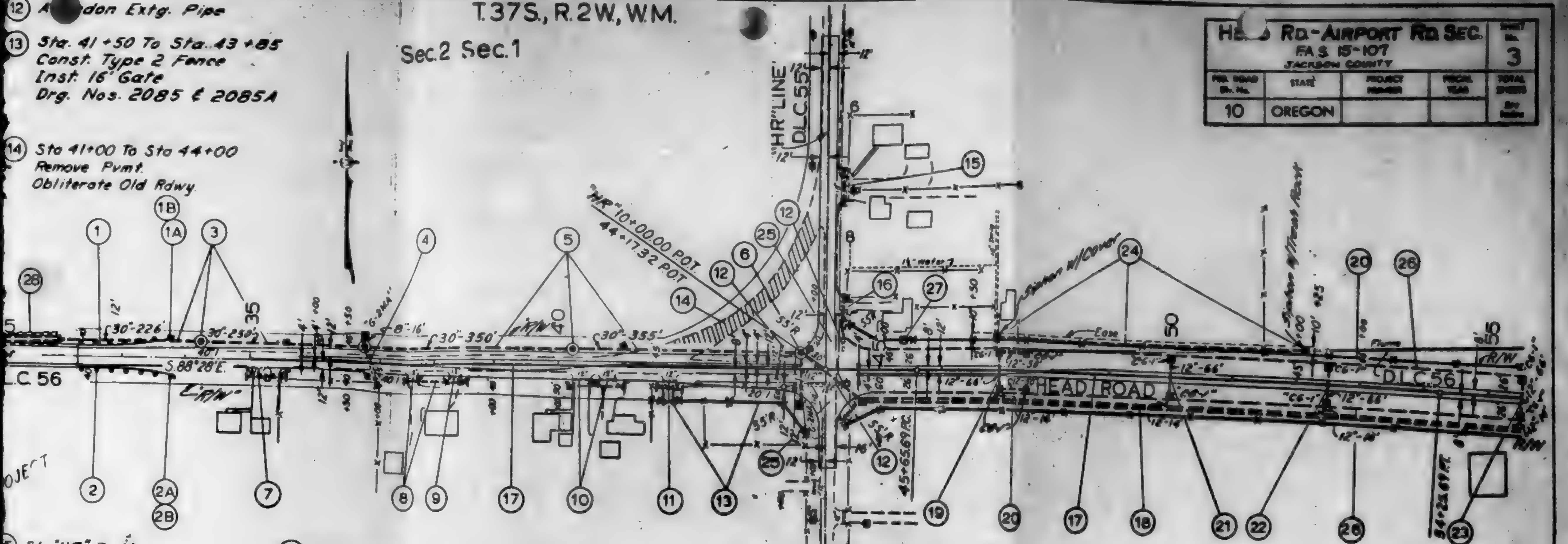
STA. "TR" 22+00 To STA. "

H[illegible] RD.-AIRPORT RD. SEC. F.A.S. 15-107 JACKSON COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			[illegible]

⑫ A[illegible]don Extg. Pipe

⑬ Sta. 41+50 To Sta. 43+85
Const. Type 2 Fence
Inst. 16' Gate
Drg. Nos. 2085 & 2085A

⑭ Sta 41+00 To Sta 44+00
Remove Pvmt.
Obliterate Old Rdwy.



T.37S., R.2W., W.M.
Sec.2 Sec.1
"HR" LINE
D.L.C.55
D.L.C.56
"HR" 10+00.00 P.O.T.
44+17.32 P.O.T.
HAMRICK RD.
HEAD ROAD
S.88°28'E.
R/W
35
40
50
55
30"-226'
30"-250'
30"-350'
30"-355'
12"-66'
12"-18'
12"-14'
55'R
45+63.69 P.C.
54+25.69 P.T.
Siphon w/Cover
Siphon w/Trash Rack
Pump
Ease
①
①A
①B
②
②A
②B
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
⑬
⑭
⑮
⑯
⑰
⑱
⑲
⑳
㉑
㉒
㉓
㉔
㉕
㉖
㉗
㉘

5) Sta. "HR" 7+20
Const Appr
Remove 12" Culv. Pipe-36'
Inst. 12" Culv. Pipe-56'
Tr. Exc 2 C.Y.

) Sta. "HR" 9+00
Const. Appr.
Remove 12" Culv Pipe-40'
Inst. 12" Culv. Pipe-40'
Tr Exc 2 C.Y.

) Painted Traffic Markers
(By Others)

) Sta 44+75 To Sta. 64+60
Const. Drain Ditch
3' Bottom; 1½:1 Slopes
Ditch Exc. 1564 C.Y.

⑲ Sta. 47+00
Const. Type "CG-1" Inlets-4 (Total)
Inst. 12" Sewer Pipe-180' (Total)
Tr. Exc. 50 C.Y.

⑳ Const. Type 2 Fence

㉑ Sta 50+00
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 20 C.Y.

㉒ Sta. 52+50
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 20 C.Y.

㉓ Sta. 55+50
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 20 C.Y.

㉔ Sta. 46+90 To Sta. 52+20
Remove 20" Half Round Flume-530'
Const. Siphon Box With Cover
Const. Siphon Box With Trash Rack
Inst. 10" Siphon Pipe-530'
Tr. Exc. 77 C.Y.
(For Details, See Sht. 2B
& Drg. No. 2051)

㉕ Const. Rd Connections: 2 (Total)

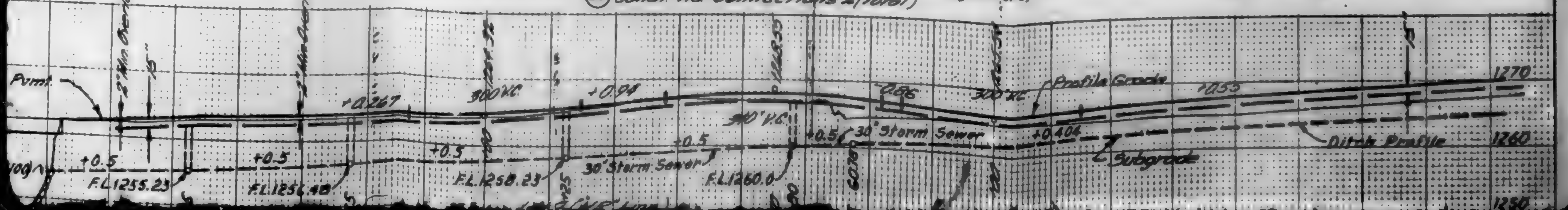
0°30' C.R.
Δ 4°18'
T 430.20'

㉖ Const. Type "A" Curb
Drg. No. 2077

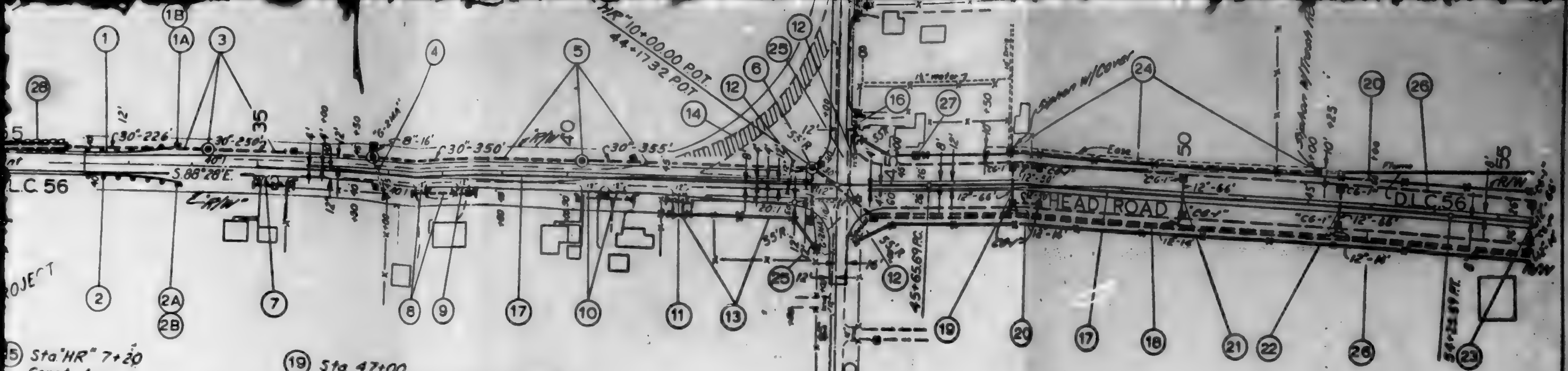
㉗ Sta. 45+40
Relocate Pump House & Pump
(By Others)

㉘ Const. Outfall Ditch
Const. Loose Riprap-110 C.Y. (Class 100)
Dt. Exc. 150 C.Y.
(For Details See Sht. 2A)

For "HR" Line Profile
See Sheet 4A



Pvmt.
2" Min. Overlay
15"
+0.5
F.L. 1255.23
F.L. 1256.48
+0.267
+0.3
300' V.C.
F.L. 1258.23
+0.94
30" Storm Sewer
F.L. 1260.0
300' V.C.
30" Storm Sewer
0.66
300' V.C.
Profile Grade
+0.404
+0.53
Subgrade
Ditch Profile
1270
1260
1250


(28)
(1)
(1A)
(1B)
(3)
(2)
(2A)
(2B)
(4)
(5)
(7)
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(9)
(17)
(10)
(11)
(13)
(14)
(6)
(12)
(25)
(16)
(27)
(24)
(19)
(20)
(18)
(21)
(22)
(26)
(23)
35
40
45
50
55
D.L.C. 56
30"-226'
30"-250'
30"-350'
30"-355'
S.88°28'E.
"HR" 10+00.00 P.O.T.
44+17.32 P.O.T.
HAMRICK RD.
HEAD ROAD
45+65.69 P.C.
Siphon w/Cover
Siphon w/Trash Rack
R/W

5) Sta "HR" 7+20
Const Appr
Remove 12" Culv Pipe-36'
Inst. 12" Culv. Pipe-56'
Tr. Exc 2 C.Y.

6) Sta "HR" 9+00
Const. Appr.
Remove 12" Culv. Pipe-40'
Inst. 12" Culv. Pipe-40'
Tr Exc 2 C.Y.

7) Painted Traffic Markers
(By Others)

) Sta 44+75 To Sta 64+60
Const. Drain Ditch
3' Bottom; 1½:1 Slopes
Ditch Exc. 1564 C.Y.

(19) Sta 47+00
Const. Type "CG-1" Inlets-4 (Total)
Inst. 12" Sewer Pipe-180' (Total)
Tr. Exc. 50 C.Y.

(20) Const. Type 2 Fence

(21) Sta 50+00
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 20 C.Y.

(22) Sta 52+50
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 20 C.Y.

(23) Sta. 55+50
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 20 C.Y.

(24) Sta. 46+90 To Sta. 52+20
Remove 20" Half Round Flume-530'
Const. Siphon Box With Cover
Const. Siphon Box With Trash Rack
Inst. 10" Siphon Pipe-530'
Tr. Exc. 77 C.Y.
(For Details, See Sht. 2B
& Drg. No. 2051)

(25) Const. Rd Connections-2 (Total)

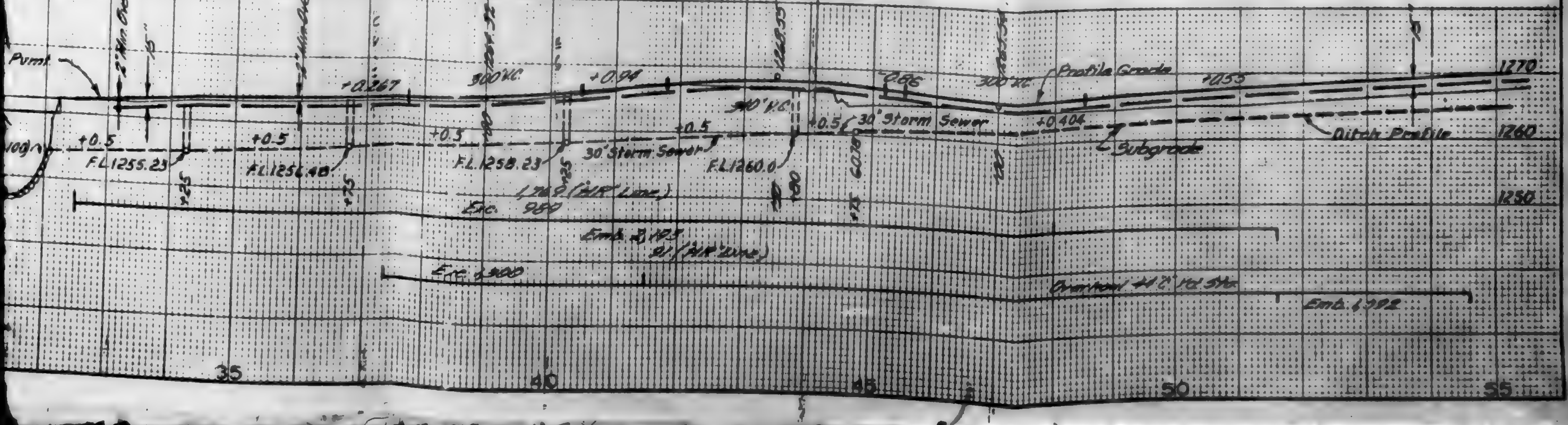
(26) Const. Type "A" Curb
Drg. No. 2077

(27) Sta. 45+40
Relocate Pump House & Pump
(By Others)

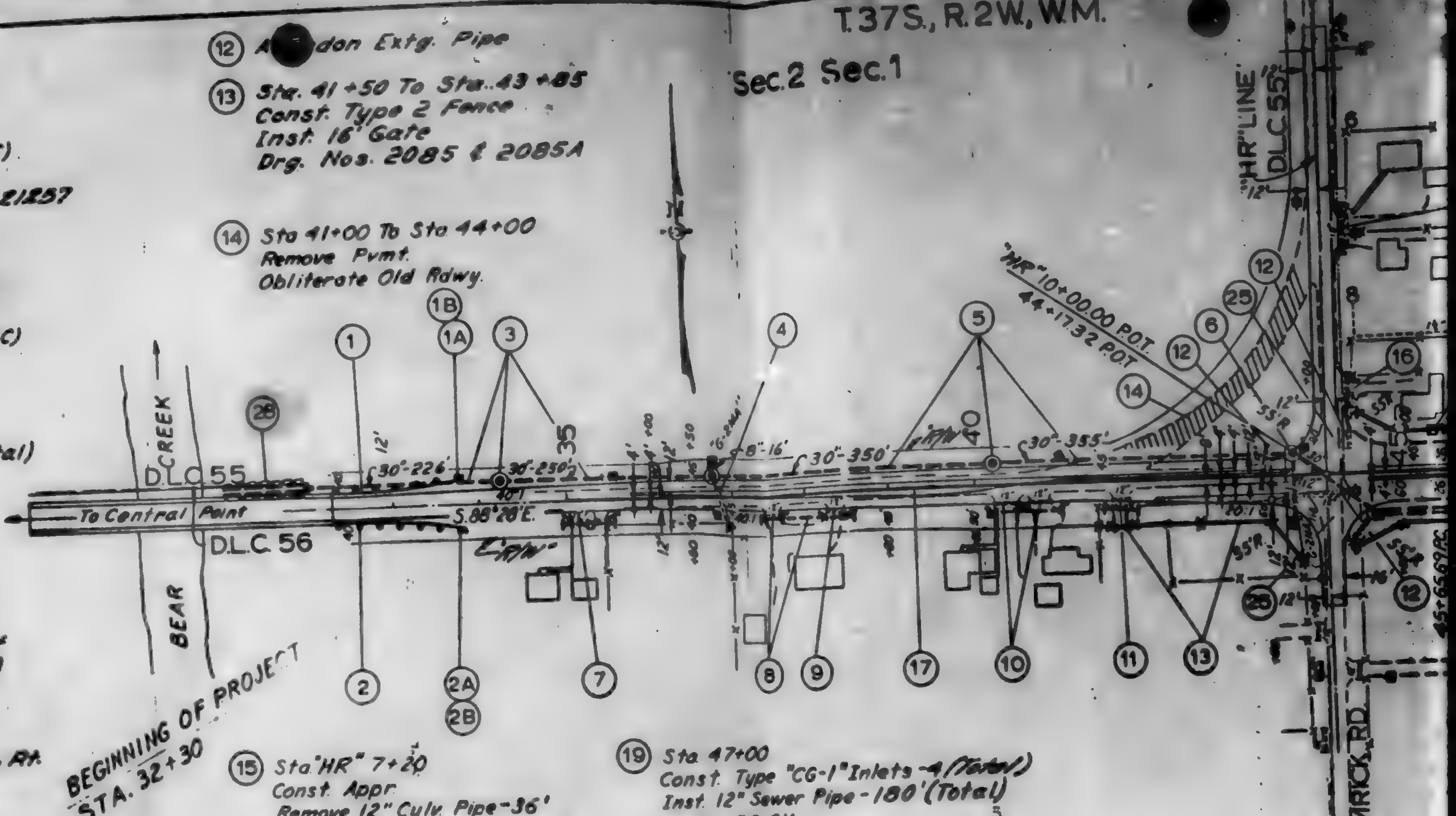
0°30' C.R.
Δ 4°18'
T 430.20'

(28) Const. Outfall Ditch
Const. Loose Riprap-110 C.Y. (Class 100)
Dt. Exc. 150 C.Y.
(For Details See Sht. 2A)

For "HR" Line Profile
See Sheet 4A


Pump
Profile Grade
Ditch Profile
Subgrade
30" Storm Sewer
30" Storm Sewer
300' V.C.
300' V.C.
+0.267
+0.94
-0.86
+0.404
+0.55
+0.5
F.L. 1255.23
F.L. 1256.48
F.L. 1258.23
F.L. 1260.0
1270
1260
1250
Exc.
Emb.
Overhaul
35
40
45
50
55

T.37S., R.2W., W.M.


Sec.2 Sec.1
"HR" LINE
D.L.C. 55
D.L.C. 56
CREEK
BEAR
To Central Point
S.88°28'E.
30"-226'
30"-250'
30"-350'
30"-355'
8"-16'
"HR" 10+00.00 P.O.T.
44+17.32 P.O.T.
35
40
45
HAMRICK RD.
BEGINNING OF PROJECT
STA. 32+30
1
1A
1B
2
2A
2B
3
4
5
6
7
8
9
10
11
12
13
14
16
17
25
26

① Sta 32+30 To [illegible] 33+80
Const. Guard Rail-25'(Type 3)
-125'(Type 2A)
(1A) (1B) Const. Anchor-1 (Type 1)
Inst. End Piece-1 (Type C)
Const Bridge Connection
(Drg. Nos.2126, 2126A, 2126 B & 21257

② Sta. 32+30 To Sta. 33+80
Const. Guard Rail -25'(Type 3)
-125'(Type 2A)
(2A) (2B) Const. Anchor -1 (Type 1)
Inst. End Piece -1 (Type C)
Const Bridge Connection

③ Sta 32+00 To Sta. 36+75
Const. Manhole
Inst. 30" Sewer Pipe -476'(Total)
Tr. Exc. 421 C.Y.

④ Sta. 36+80
Const. Manhole
Const. Type "G-2MA" Inlet, Lt.
18" Culv. Pipe -64' (In Pl.)
Remove -10' Lt.
Extend -8' Rt.
Inst. 8" Sewer Pipe -16'
Const. Paved End Sloped, Rt.
Tr. Exc. 9 C.Y.

⑤ Sta 36+75 To Sta 43+80
Const. Manhole
Inst. 30" Sewer Pipe -705'(Total)
Tr. Exc. 622 C.Y.

⑥ Sta. 44+10
Const Manhole
Const. Type "G-2MA" Inlet
Const. Special Inlet
Inst. 12" Sewer Pipe -72'
Inst. 30" Sewer Pipe -116'
Tr Exc. 100 C.Y.
(For Details, See Sht. 2B)

⑦ Sta. 35+30
Const. Appr.
Inst. 12" Culv. Pipe -68'
Tr. Exc. 2 C.Y.

⑧ Sta 37+56
Const. Appr.
Remove 12" Culv. Pipe -24'
Inst. 12" Culv. Pipe -120'
Tr. Exc. 1 C.Y.

⑨ Sta. 38+34
Const. Appr.
Remove 12" Culv. Pipe -24'
Tr. Exc. 2 C.Y.

⑩ Sta. 40+60
Const. Approaches -2 (Total)

⑫ A[illegible]don Extg. Pipe

⑬ Sta. 41+50 To Sta. 43+85
Const. Type 2 Fence
Inst. 16' Gate
Drg. Nos. 2085 & 2085A

⑭ Sta 41+00 To Sta 44+00
Remove Pvmt.
Obliterate Old Rdwy.

⑮ Sta "HR" 7+20
Const. Appr.
Remove 12" Culv. Pipe -36'
Inst. 12" Culv. Pipe -56'
Tr. Exc 2 C.Y.

⑯ Sta "HR" 9+00
Const. Appr.
Remove 12" Culv. Pipe -40'
Inst. 12" Culv. Pipe -40'
Tr. Exc. 2 C.Y.

⑰ Painted Traffic Markers
(By Others)

⑱ Sta 44+75 To Sta. 64+60
Const. Drain Ditch
3' Bottom; 1½:1 Slopes
Ditch Exc. 1564 C.Y.

⑲ Sta 47+00
Const. Type "CG-1" Inlets -4 (Total)
Inst. 12" Sewer Pipe -180'(Total)
Tr. Exc. 50 C.Y.

⑳ Const. Type 2 Fence

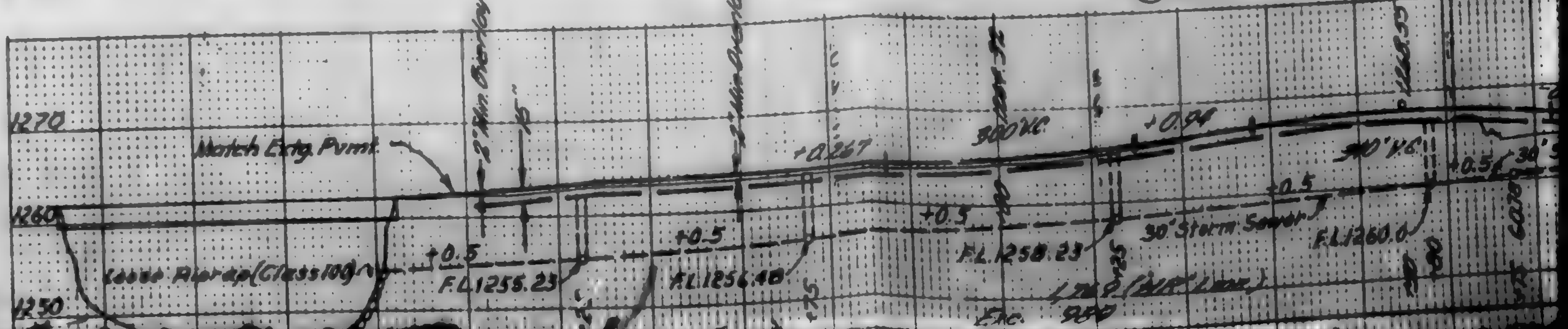
㉑ Sta. 50+00
Const. Type "CG-1" Inlets -2
Inst. 12" Sewer Pipe -80'(Total)
Tr. Exc. 20 C.Y.

㉒ Sta 52+50
Const. Type "CG-1" Inlets -2
Inst. 12" Sewer Pipe -80'(Total)
Tr. Exc. 20 C.Y.

㉓ Sta. 55+50
Const. Type "CG-1" Inlets 2
Inst. 12" Sewer Pipe -80'(Total)
Tr. Exc. 20 C.Y.

㉔ Sta. 46+90 To Sta. 52+20
Remove 20" Half Round Flume -530'
Const. Siphon Box With Cover
Const. Siphon Box With Trash Rack
Inst. 10" Siphon Pipe -530'
Tr. Exc. 77 C.Y.
(For Details, See Sht. 2B
& Drg. No. 2051)

㉕ Const. Rd Connections -2 (To


1270
1260
1250
Match Extg. Pvmt.
Loose Riprap (Class 100)
2" Min. Overlay
+0.5
+0.267
+0.94
300' V.C.
300' V.C.
30" Storm Sewer
F.L. 1255.23
F.L. 1256.48
F.L. 1258.23
F.L. 1260.0
Exc.

Const. Guard Rail -25'(Type 3)
-125'(Type 2A)

(2A) Const. Anchor -1 (Type 1)
(2B) Inst. End Piece -1 (Type C)
Const. Bridge Connection

③ Sta. 32+00 To Sta. 36+75
Const. Manhole
Inst. 30" Sewer Pipe -476'(Total)
Tr. Exc. 421 C.Y.

④ Sta. 36 + 80
Const. Manhole
Const. Type "G-2MA" Inlet, Lt.
18" Culv. Pipe -64'(In Pl.)
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Extend -8' Rt.
Inst. 8" Sewer Pipe -16'
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⑤ Sta. 36+75 To Sta. 43+80
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Const. Manhole
Const. Type "G-2MA" Inlet
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⑦ Sta. 35+30
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Tr. Exc. 2 C.Y.

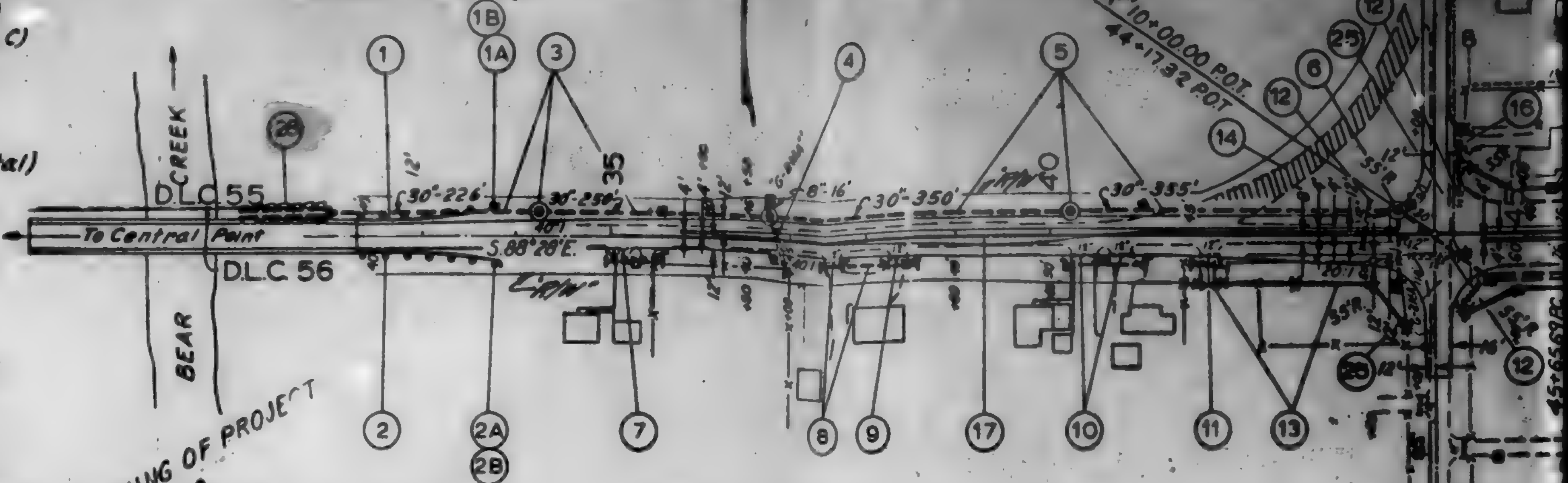
⑧ Sta. 37+56
Const. Appr.
Remove 12" Culv. Pipe -24'
Inst. 12" Culv. Pipe -120'
Tr. Exc. 1 C.Y.

⑨ Sta. 38+34
Const. Appr.
Remove 12" Culv. Pipe -24'
Tr. Exc. 2 C.Y.

⑩ Sta. 40+60
Const. Approaches -2 (Total)
Remove 12" Culv. Pipe -56'
Inst. 12" Culv. Pipe -90'
Tr. Exc. 3 C.Y.

⑪ Sta. 41+72
Const. Appr.
Remove 12" Culv. Pipe -20'
Inst. 12" Culv. Pipe -40'
Tr. Exc. 1 C.Y.

Remove Pvmt.
Obliterate Old Rdwy.



BEGINNING OF PROJECT
STA. 32+30

⑮ Sta. "HR" 7+20
Const. Appr.
Remove 12" Culv. Pipe -36'
Inst. 12" Culv. Pipe -56'
Tr. Exc. 2 C.Y.

⑯ Sta. "HR" 9+00
Const. Appr.
Remove 12" Culv. Pipe -40'
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⑰ Painted Traffic Markers
(By Others)

⑱ Sta. 44+75 To Sta. 64+60
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3' Bottom; 1½:1 Slopes
Ditch Exc. 1564 C.Y.

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Inst. 12" Sewer Pipe -180'(Total)
Tr. Exc. 50 C.Y.

⑳ Const. Type 2 Fence

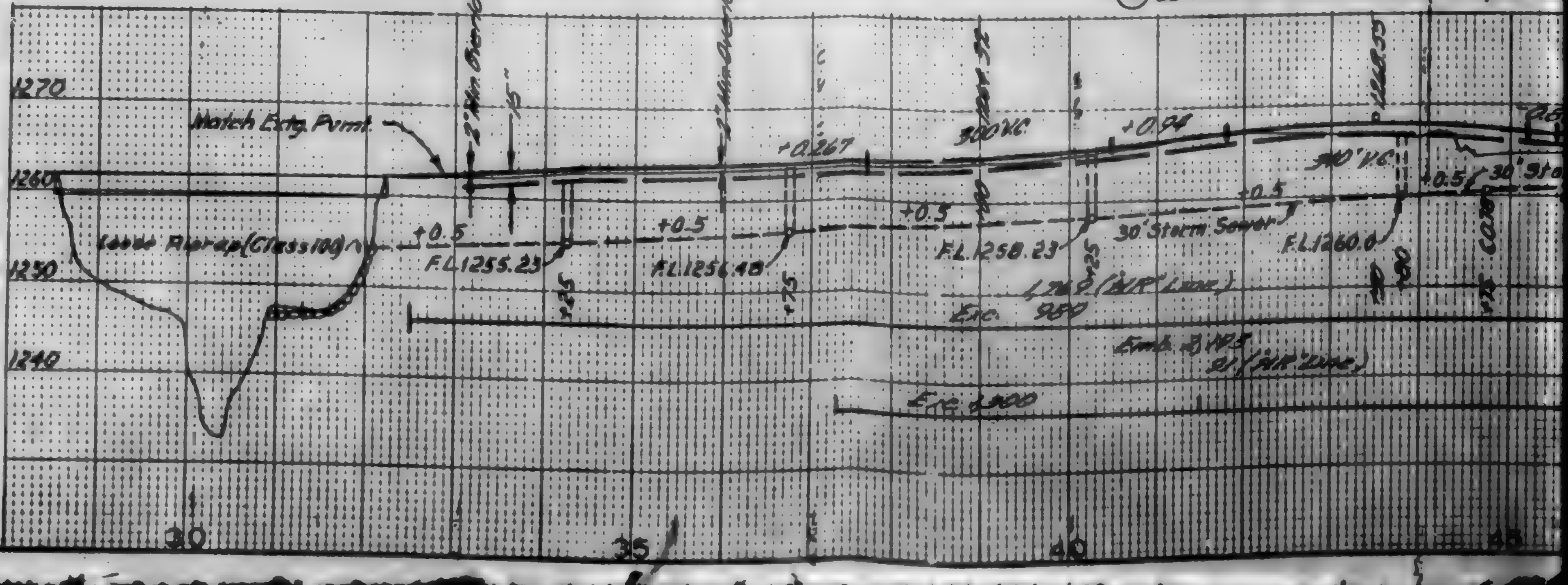
㉑ Sta. 50+00
Const. Type "CG-1" Inlets -2
Inst. 12" Sewer Pipe -80'(Total)
Tr. Exc. 20 C.Y.

㉒ Sta. 52+50
Const. Type "CG-1" Inlets -2
Inst. 12" Sewer Pipe -80'(Total)
Tr. Exc. 20 C.Y.

㉓ Sta. 55+50
Const. Type "CG-1" Inlets -2
Inst. 12" Sewer Pipe -80'(Total)
Tr. Exc. 20 C.Y.

㉔ Sta. 46+90 To Sta. 52+20
Remove 20" Half Round Flume -330'
Const. Siphon Box With Cover
Const. Siphon Box With Trash Rack
Inst. 10" Siphon Pipe -330'
Tr. Exc. 77 C.Y.
(For Details, See Sht. 2B
& Drg. No. 2051)

㉕ Const. Rd. Connections -2 (Total)



Rulien

FAS
Jackson

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE

CON 5

March 11, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

PROJECT MANAGEMENT
MAR 14 '77
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

Dear Mr. Carstensen:

This will acknowledge receipt of check number 17455 dated March 4, 1977 in the amount of $76,100 as an advance deposit for your FAS-C Head Road-Airport Road Section Project No. RS-15-107(3).

By a copy of this letter, your check is being forwarded to Mr. Skoog, Controller, for routine handling.

For your information, our Salem Office was advised by telephone that the check had been received in this office. The contract will be awarded March 11, 1977.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien✓
V.E. Skoog w/encl.
George Thornton
Bill Maude

#8481

FAS 15-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 9, 1977

FROM: Donald E. Shaffer Don
Bicycle Route Engineer

SUBJECT:

TO: Alfred Shirley, Jr.
Regional Engineer

In reviewing plans for the Head Road-Airport Road Section of FAS 15-107, I find that provision has not been made for the bicyclist. I would like to again suggest that the left-turn lane be reduced from 16 feet to 12 feet and this width be used to provide 4-foot shoulders.

Thank you for your consideration.

DES:mc

cc L. E. George
Duane Christianson ✓

RECEIVED
MAR 11 1977
ROAD DESIGN SECTION

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trent

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

March 1, 1977

Mr. Robert Carstensen, Director
Department of Public Works
Jackson County
200 Antelope Road
White City, Oregon 97501

Dear Mr. Carstensen:

On February 24, 1977 a satisfactory bid was received from M. C. Lininger & Sons, P.O. Box 1145, Medford, Oregon 97501, for the Head Rd.-Airport Road Section, FAS A-353.

The anticipated construction cost based on this bid is as follows:

Contractor's Bid	$946,566.00
Additional Anticipated Items:	
Permanent Pavement Striping	2,000.00
Temporary Pavement Striping	500.00
Temporary Erosion Control	2,000.00
Maintain Detour	2,000.00
On-the-Job Trainees (2 at $800)	1,600.00
State Responsibilty for Damages	1,000.00
Furnish Mailbox Posts (3 at $35.00)	105.00
Relocate 2 Irrigation Facilities (E.W.)	8,000.00
Salvage and Reinstall Fence (E.W.)	3,000.00
Contingencies (4-1/2%)	43,504.70
Engineering (8%)	87,009.39
Less Credit for Water Main Protection	-10,000.00
Estimated Total Cost	$1,087,285.09
County's Advance Deposit (7%)	$76,100.00

NOTED
MAINOR C. HOLMES

Mr. Robert Carstensen
Page two
March 1, 1977

Please make your check in the amount of $76,100 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, P.O. Box 1128, Roseburg, OR 97470.

Very truly yours,

Robert H. Prange
Local Projects Manager
Local Government Programs Unit

RHP/FFH:dpy

bc: Glen Clark - w/att. - Upon receipt of county's check, notify
Virgil Boyd at 378-6563, attach a copy
of the notification of advance deposit
No. AD-269 and submit to Finance Branch.

#8481 FAS 15-107

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/77
Donald L.

2-24-77 Bid Letting ____________ All Clear Deadline

SECTION Head Rd.-Airport Rd.
Highway FAS 15-107
County Jackson Region 3
Type of Work G.P Funds FAS-C
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☐	☒	☐	☐	☒	Noise is the main concern
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☒	☐	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☒	
PERMITS:						
Division of State Lands	☐	☒	☒	☒	☒	No opn in stream Oct.15-Sep1
D.O.G.M.I.	☒	☐	☐	☐	☒	
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☒	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☒	
NPS Water Pollution	☒	☐	☐	☐	☒	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	
NOISE:						
Noise Study	☐	☒	☒	☐	☒	

A.D.O. recommended no sound work be done - not economical. We're clear if this is approved.

OSHD

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

2-16-77

Subject: Federal Aid Project No. 15-107(3)
Project Name Head Road-Airport Road Section on Biddle Road, FAS A-363 (Formerly FAS 15-107)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 16th day of February, 1977

County of Jackson

Isabel H. Sickels
County ~~Judge~~/Chairman

Commissioner

Carol N Doty
Commissioner

C.C. J.B. Boyd
DE Swan
Jim Chidsey
C.T. Heasey

Hopkins
Holmes
Prange
Unrein

RECEIVED
COUNTY CITY UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

8481

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-2-77

LETTER OF APPROVA ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
P -A353(1)

PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70341

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED
2-2-77

DATE AUTHORIZATION EFFECTIVE
2-2-77

FEDERAL ROUTE NUMBER
Secondary A353

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

"Head Road - Airport Road Section"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement and Traffic Signals
Code 6204 & Y031 Miles 1.30

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-10-77 letter you are authorized to proceed with actions necessary to advance completion the physical construction provided for by the above project at a total estimated cost of $1,414,000. Federal Funds $1,213,000 - in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE
2-2-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
[illegible] Engr. for Division Admin.

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 10, 1977

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Jct Head & Hamrick Rds to Airport Rd.	ADT	1-4,600 2-3,000	1-7,400 2-5,400	97	10	Oregon	41	075	70341

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
H.T. Pave, Traf. Signal								RS-	A353	(1)		

FUNDS: Rural Secondary

COUNTY NAME: Jackson — CODE 029

PROGRAM STAGE ☐ 1 OR ☐ 2

EA: ---

ROUTE NO. S — FEDERAL-AID A353* — STATE Co. Rd. — U.S. --

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6204 Y031		"Head Rd.-Airport Rd. Section"	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)	
RED BY JLG		PROJECT TOTALS	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)	

M APPROVAL DATES 1-12-77

*Old FAS 15-107
ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

REMARKS
Additional Data: Item No's. RS-55 & RS-86;
Project No's. RS-15-107(2) & (3) respectively.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 10, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct Head & Hamrick Rds to Airport Rd. 21 65	**ADT**	PRESENT 1-4,600 2-3,000	FUTURE 1-7,400 2-5,400 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, H.T. Pave, Traf. Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER A353	SEQ. (1)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson				CODE 029 (14) (16)
	NAME OF URBAN AREA --- 17-31	ROUTE NO. S	FEDERAL-AID A353* (32)	STATE Co. Rd. (36)	U.S. -- (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6204 Y031		"Head Rd.-Airport Rd. Section"	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	1.30	1,414,000 (16) (23)	1,213,000 (24) (33)	100,500	100,500 (Co.)
1	14	PROGRAM APPROVAL DATES 1-12-77						

*Old FAS 15-107
ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

REMARKS
Additional Data: Item No's. RS-55
Project No's. RS-15-107(2) & (3) r

HEAD RD.-AIRPORT RD. SECTION

PROJECT NO. RS-A353(1)

REMARKS - continued

Project Data: The work consists of (1) grade, drain and high-type pave a 63' curbed section providing four 12' travel lanes, 16' median and 2' curb offsets; (2) installation of a multi-phase fully actuated traffic signal at Table Rock Road; (3) incidental work common to this type of project.

Data for PR-37: Type Code 6204 (Roadway) ---------------------$1,364,000
Type Code Y031 (Signal)------------------------ 50,000

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) FHWA memorandum of January 9, 1975 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective January 29, 1976.

#8481

FAS 15-107

BEAR CREEK VALLEY SANITARY AUTHORITY

PHONE (503) 779-4144 3915 SOUTH PACIFIC HWY. • MEDFORD, OREGON 97501

January 24, 1977

1 Versteeg ✓
Olson
2 Christensen DOC
3 Scott
4 Swenson
Savage
Trout

RECEIVED
FEB 0 1 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Oregon State Highway Department
Regional Office
P.O. Box 1128
Roseburg, OR 97470

Attention: Jack Ayres

Re: Head Road-Airport Road Improvement
FAS 15-107

Dear Jack:

We have reviewed the plans for the above referenced project and appreciate the opportunity to discuss our concerns with you. Apparently, your R/W negotiations are nearing successful completion so I thought I would get a letter off to you.

Our major concern is the protection of our 54" interceptor sewer during construction. This sewer serves Medford, Phoenix, Talent and all the rural area between these towns, consequently, its availability must be maintained. We feel the biggest problem will be with loaded rubber tired scrapers. After checking with the design engineer on that line (CH2M Hill, Corvallis) and making some calculations in our office with weights furnished by Pape Caterpillar, we are requesting that a minimum fill depth of four (4) feet be provided at all points where scrapers will cross the interceptor. For all other traffic, including legal highway loads, a minimum cover of two and one half (2 1/2) feet is requested.

It appears that these requirements will present no problem at station 95+00 to Airport Road but they may not be attainable at approximate station 84+00 where the east edge of the road subgrade appears to be about one and one half (1 1/2) feet above the interceptor. Even here the situation should not be difficult to handle if your contractor will have the major earthwork taken care of prior to making subgrade over the interceptor.

The only other item of coordination that we see is the manhole cover adjustments that must take place to MH #A-28 (sta. 81+50 rt.) and MH #A-31 (sta. 95+90 lt). We plan on doing this work with our own crew. We would appreciate having your surveyor determine for us the exact amount of change required so we can get the proper materials on hand. We would suggest a notice of one to two weeks for our crew.

Copy to: D. O. Christiansen
Keith Martin - Paragraph 4

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sampie
✓ Watson
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Reviewed with specs. Res to bring up at pre-construction, or specs will send out a letter. Resident so informed
J.W.

If this letter should not cover all the items you feel should be, we would of course be happy to discuss the matter at your convenience.

Very truly yours,

BEAR CREEK VALLEY SANITARY AUTHORITY

Keith A. Smith

Keith A. Smith, P.E.
Assistant Manager

KAS:gs

#8481

FAS 15-107

OREGON STATE
HIGHWAY DIVISION

P. O. Box 306
Grants Pass, Oregon 97526

24 January 1977

Road Design Engineer
State highway Bldg.
Salem, Oregon 97310

Re: Head Road-Airport Road
Head Road

Attn: Lyle Watson

A letter from Jackson County has conditionally approved the revision of sheet 2C allowing a complete closure of Table Rock Road.

A copy of the county letter requiring a closure not exceeding 75 days and access not be interrupted for property owners is inclosed.

Keith L. Martin

Keith L. Martin
Resident Engineer

cc: Region w/encl
File

Versteeg
Olson
1 Christensen Doc
Scott
2 Swenson ARB
Savage
Trout

RECEIVED
JAN 26 1977
ROAD
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SECTION

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Requires Approval ☐
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Do not File ☐
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Bring Up
Other

REFERRED TO
Beard
Reed
Cole
Semple
Eriksen
✓ Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

January 20, 1977

Keith Martin, Resident Bridge Engineer
Post Office Box 306
Grants Pass, Oregon 97526

RE: Revised Detour Plans
Head Rd.-Airport Rd. Sec.
FAS 15-107

Dear Keith,

We have reviewed the revised detour plan as shown on Sheet 2C of subject plans. We are in agreement with this revision provided that the closure time on Table Rock Road be held to a minimum and that uninterrupted access be provided to the property owners within the barricaded area.

We recommend that these items be specifically referred to in The Special Provisions and further recommend that the closure time on Table Rock Road be limited to not more than 75 days.

Sincerely,

Robert J. Carstensen, Director

By:
Wm. J. Gaddis, Deputy Director

WJG/lt

RECEIVED
JAN 2 [illegible]

8481.

15

Salem, Oregon
January 24, 1977

ADOlson

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Noise Study
Head Road-Airport Road
Biddle Road (FAS 15-107)
Jackson County

The noise study report on this section would indicate that there are several houses along the facility that are presently over the guideline level of 70 dBA and can expect a normal increase whether the project is built or not. Several houses off the project, along Table Rock Road, will have increased noise and be over 70 dBA due to rerouting of traffic.

There are apparently only 3 houses along the project where it would be possible to provide sound attenuation by use of walls because of the driveways which serve the properties. A rough estimate of the cost to provide the suggested walls for the three houses is $105,000. This is probably more than the value of the houses involved.

There is currently no way to feasibly provide noise attenuation for the houses in the area that are projected to be over the 70 dBA level. Nothing done under the project would preclude providing attenuation at some future date if the state of the art advances to the point where something feasible can be done for the many properties in similar circumstances along the country's major streets and arterials.

I recommend that no attenuation be considered for this project.

ADO:az
cc: A. E. Shirley, Jr.

RECEIVED
JAN 25 1977
Office of
Assistant State Highway Engineer

✓ Versteeg
Olson
Christensen
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RECEIVED
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ROAD
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Copy to E. J. [illegible] [illegible]

HEAD ROAD-AIRPORT ROAD SECTION
BIDDLE ROAD
FAS 15-107
JACKSON COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

Proposed Project

The proposed project is located north of the central part of Medford, west of the Medford-Jackson County Airport, and east of the city of Central Point. (See Figure 1.) The alignment of the four-lane road [redacted] would extend from the present northern terminus of Biddle Road at Airport Road northwesterly along the Medford-Jackson County Airport boundary to an intersection with Table Rock Road. It would then extend westerly to connect with Head Road at its intersection with Hamrick Road. (See Figure 2.) The proposed project would provide a continuous four-lane facility (figure 3) connecting north Medford, the Medford-Jackson County Airport, and Head Road.

To determine the existing noise levels in the project area, sound measurements were taken at three locations. Site 1 was at the southeast corner of the proposed intersection of Biddle Road and Airport Road, with the microphone thirty feet from the edge of the nearest travel lane. In this location the airport noise is shielded by a small knoll. Site 2 was at the northeast corner of the proposed intersection of Table Rock Road and Biddle Road, with the microphone fifty feet from the edge of the nearest lane of Table Rock Road. Site 3 was at the intersection of Head Road and Hamrick Road. The microphone was again placed fifty feet from the edge of the nearest travel lane of Hamrick Road. These site locations are shown on Figure 4. ~~for the impact section of this statement.~~ These measurement sites were carefully selected to be representative of the project area and were not chosen at random. The microphone was placed five feet above ground level at the three sites. Measurements were taken in the morning and early afternoon on Wednesday, October 31, 1973.

The results of the sound measurements are shown in Table 6. [redacted] Noise quantity is measured in dBA units (the sound pressure levels in decibels). Three levels of measurements, L_{10}, L_{50}, and L_{90}, were recorded at each location. (L_{10}, L_{50}, and L_{90}, refer, respectively, to sound levels that are exceeded 10%, 50%, and 90% of the time for the periods under consideration.)

Site 1 is shielded from the Medford Airport by a small hill about 30 feet high, so noises are due exclusively to Airport Road. The maximum noise reading (L_{10}) on this site was 69 dBA, one dBA below the Federal Highway Administration 70 dBA L_{10} guideline for residences. Site 2 has a contribution of aircraft noise, due to its location near the end of the runway. At times, aircraft noise was 2 to 4 dBA higher than traffic noise at the site. Noise at Site 2 exceeds the FHWA guideline by 5 dBA (L_{10} of 75 dBA). Site 3 is about 50 feet from the edge of Hamrick Road, approximately the same distance as the near house. This site also had readings that exceed the FHWA guideline (L_{10} of 73 dBA).

Probable noise impact for 1994 was assessed by feeding existing sound measurements, traffic project~~s~~ions for peak truck hours (Table 2), and other data into a computer program developed for the Federal Highway Administration.[4] Noise level predictions for 1994 are diagrammatically shown on a sound impact map, Figure ~~11~~ 4. The map indicates greater than 70 dBA sound contours at L_{10} for both the Build and No-Build Alternatives in 1994. Since the greater than 70 dBA L_{10} sound contours exceed the FHWA guidelines of 70 dBA L_{10} for residences, these shaded contour areas are adverse noise impact areas where noise guidelines are exceeded for residential use. Figure ~~11~~ 4 also shows the areas in which traffic noise levels will be altered by the project. Noise levels will increase along Table Rock Road north of Bi~~bb~~ddle Road, approximately 4 dBA. Of course, increases will also occur along the proposed alignment of Bi~~bb~~ddle Road. Hamrick Road, north of Head Road, will experience a decrease in noise levels in the range of 10-15 dBA. The southern portion of Table Rock Road and Airport Road west of Bi~~bb~~ddle Road will also have declining noise levels, about 5dBA. No changes or only very minor changes will occur along Head Road and Hamrick Road south of Head Road.

Traffic noise impacts by this project are of two types. The first is of noise levels over L_{10} 70 dBA and the other being increases in existing noise levels. The six residences along Head Road will be exposed to L_{10} levels over 70 dBA. The residence in the northeast corner of the Head Road-Hamrick Road intersection will also be impacted due to excessive noise levels. The residences along Table Rock Road north of Bi~~bb~~ddle Road will be impacted primarily due to noise level increases in the order of approximately 4 dBA.

---

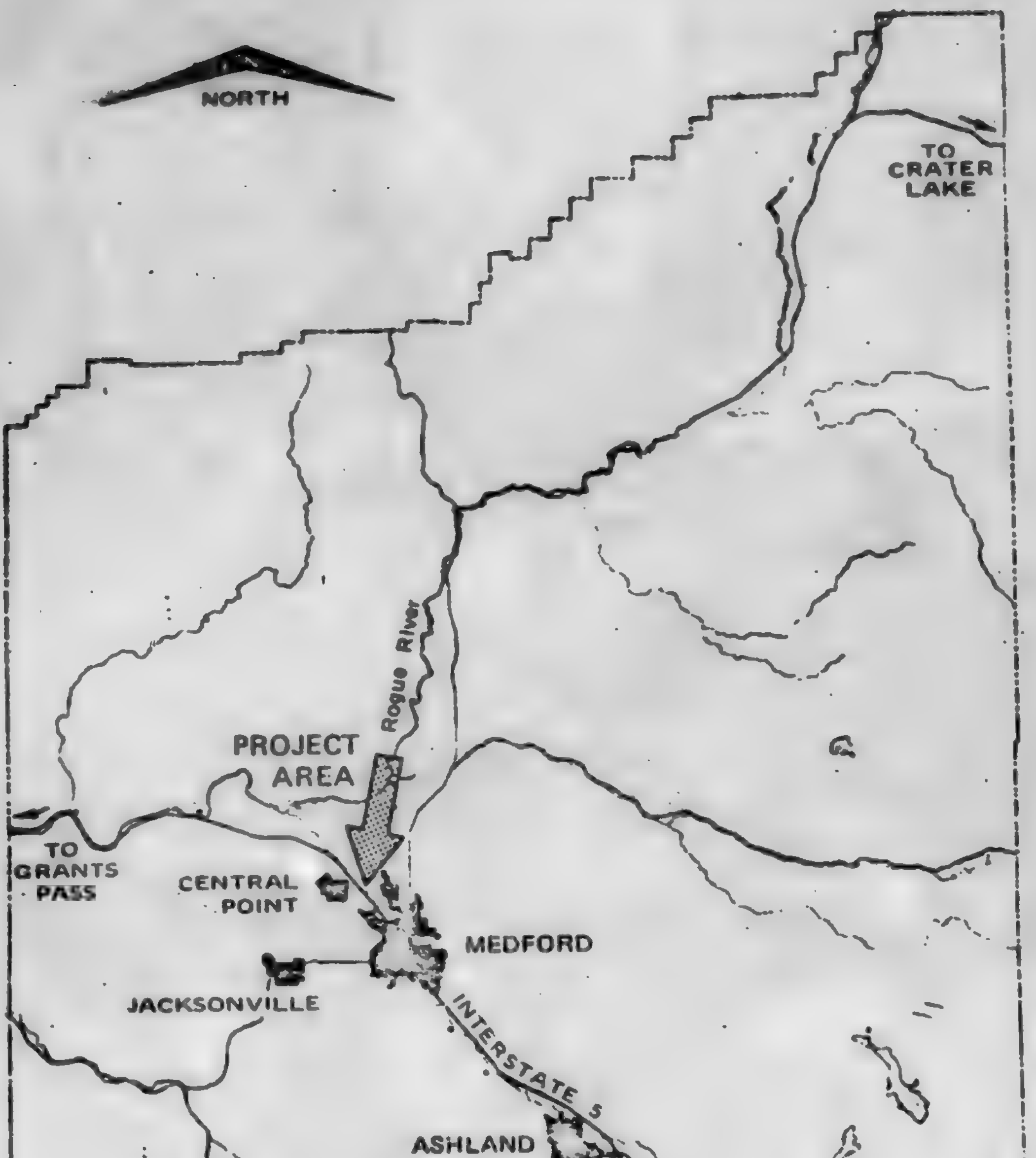
[4] J.E. Wesler, Manual for Highway Noise Prediction, prepared by the Transportation Systems Center for the Department of Transportation, (Washington, D.C.: Department of Transportation, 1972).

Mitigation is severely restricted due to vehicular accesses to adjoining roadways. These accesses prevent effective abatement of noise impacts by not allowing continuous noise barriers. Only three residences may be abated along the project. Residences #1, #2, and #3 are shown in Figure 5. The projected traffic noise levels are shown in Table 2. A nine-foot barrier at residence #1 and a ten-foot barrier at residence #2 should lower levels to 70 dBA in 1994. Residence #3 can have partial abatement, 73 dBA in 1994, with the shielding from a nine-foot barrier.

FIGURE 1

REGIONAL LOCATION MAP

JACKSON COUNTY, OREGON


NORTH
TO CRATER LAKE
Rogue River
PROJECT AREA
TO GRANTS PASS
CENTRAL POINT
MEDFORD
JACKSONVILLE
INTERSTATE 5
ASHLAND
TO SACRAMENTO, CALIFORNIA

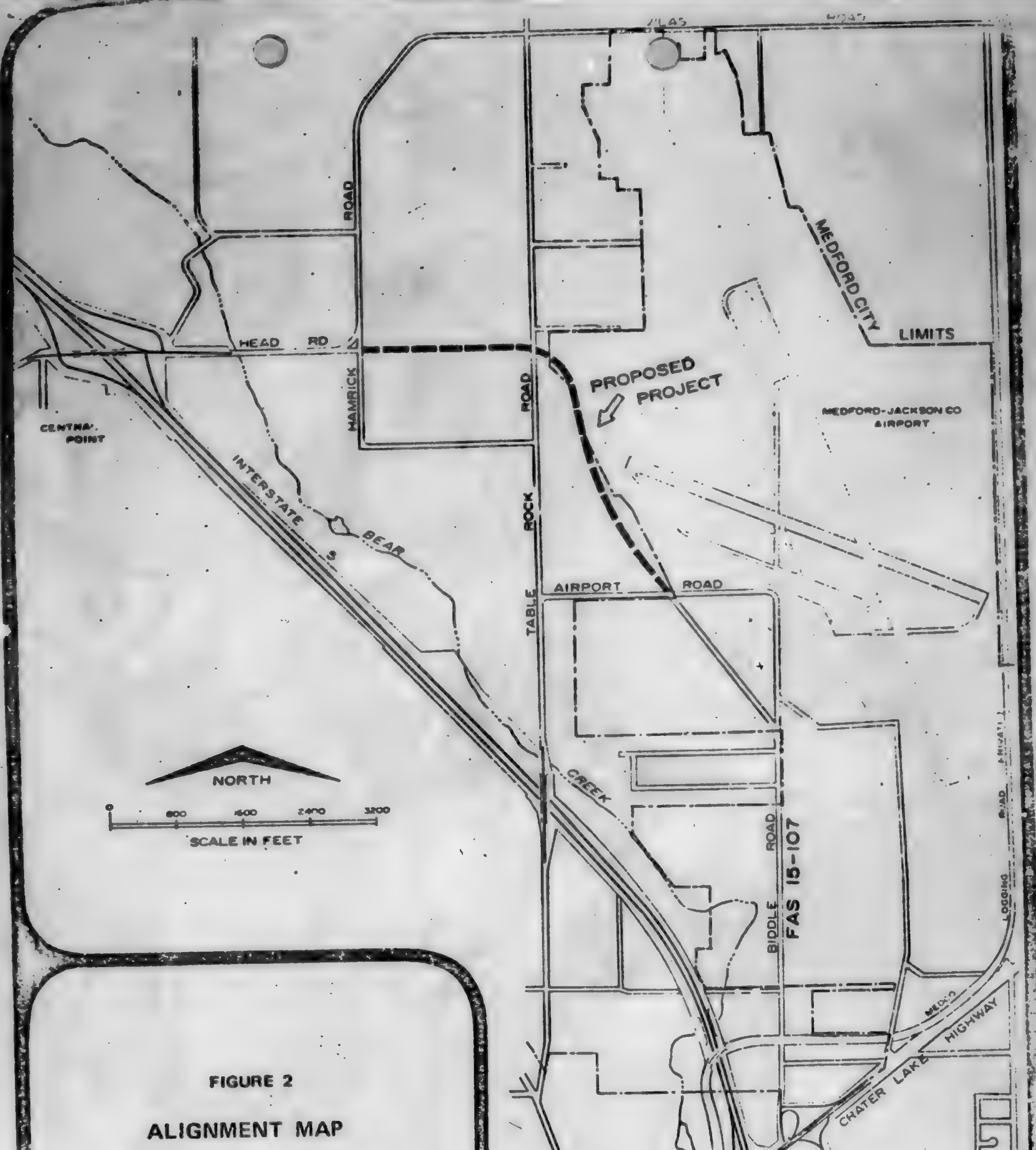

VILAS ROAD
MEDFORD CITY LIMITS
ROAD
HEAD RD
HAMRICK ROAD
PROPOSED PROJECT
MEDFORD-JACKSON CO AIRPORT
CENTRAL POINT
INTERSTATE 5
BEAR CREEK
TABLE ROCK ROAD
AIRPORT ROAD
NORTH
0
800
1600
2400
3200
SCALE IN FEET
BIDDLE ROAD
FAS 15-107
LOGGING ROAD
MEDFORD
CRATER LAKE HIGHWAY

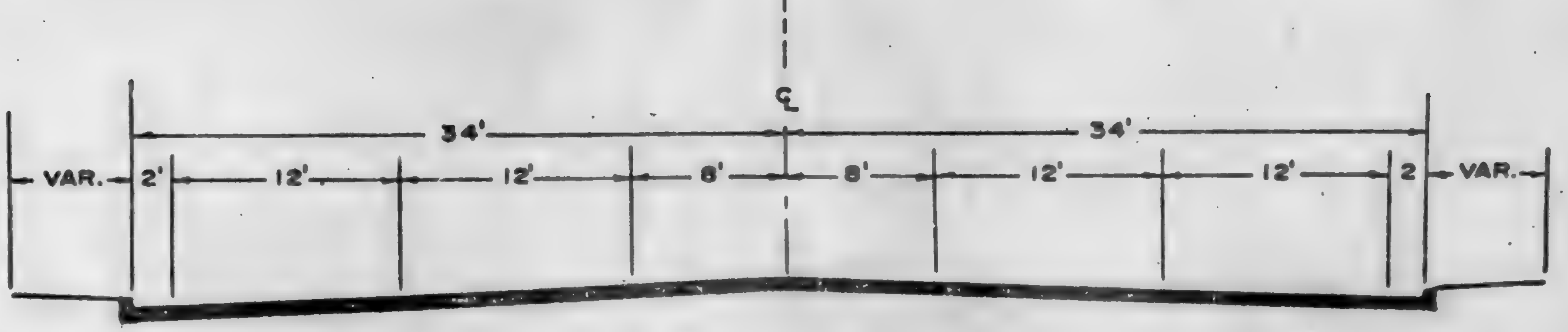
FIGURE 2

ALIGNMENT MAP

HEAD ROAD-AIRPORT ROAD
SECTION OF BIDDLE ROAD
JACKSON COUNTY, OREGON

FIGURE 3

TYPICAL SECTION


℄
34'
34'
VAR.
2'
12'
12'
8'
8'
12'
12'
2
VAR.

HEAD ROAD - AIRPORT ROAD
SECTION OF BIDDLE ROAD

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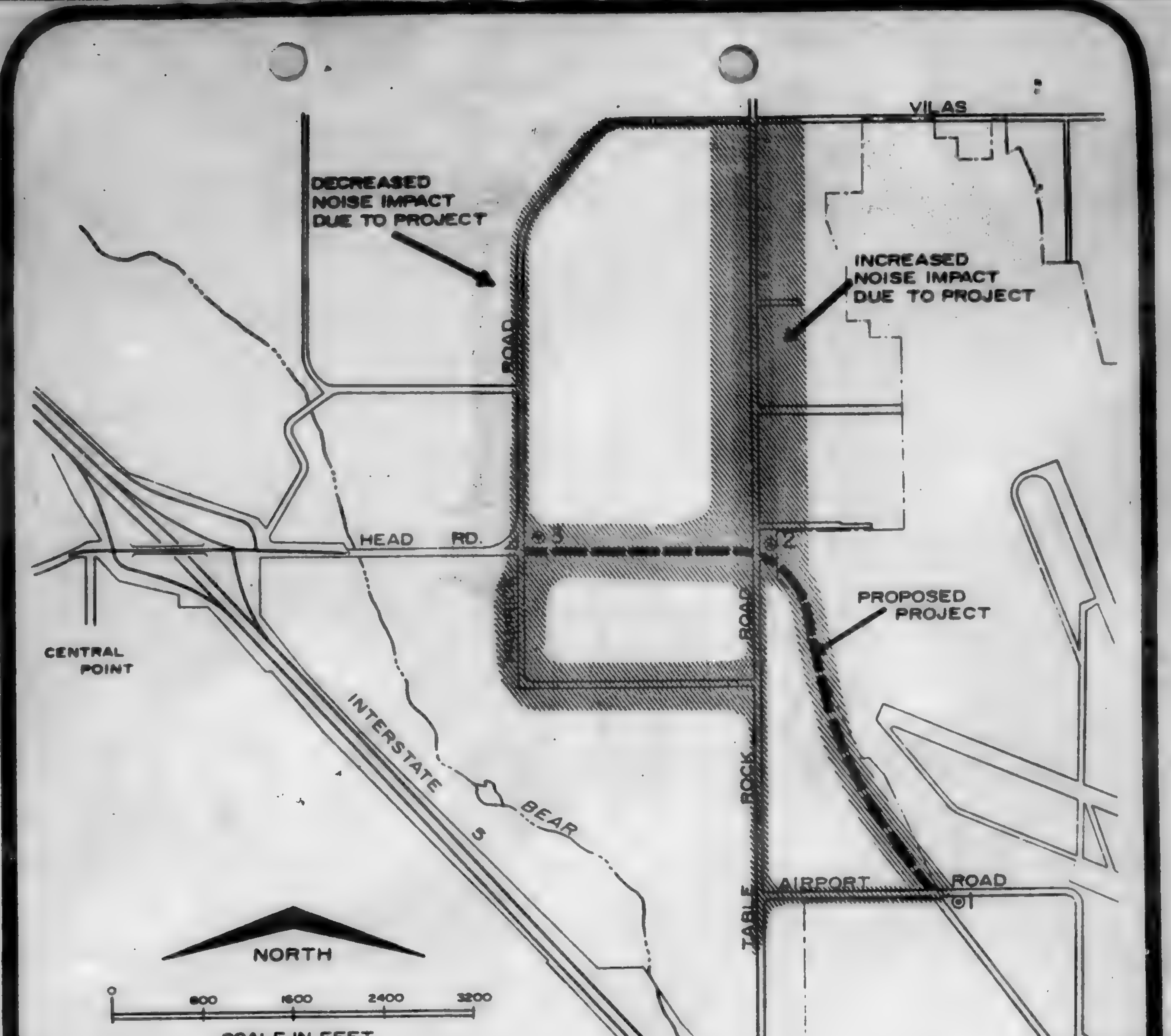

VILAS
DECREASED NOISE IMPACT DUE TO PROJECT
INCREASED NOISE IMPACT DUE TO PROJECT
ROAD
HEAD RD.
3
2
PROPOSED PROJECT
CENTRAL POINT
INTERSTATE 5
BEAR CREEK
TABLE ROCK ROAD
AIRPORT ROAD
1
NORTH
0 800 1600 2400 3200
SCALE IN FEET
BIDDLE ROAD

FIGURE ~~11~~ 4

Peak Hour
SOUND IMPACTS

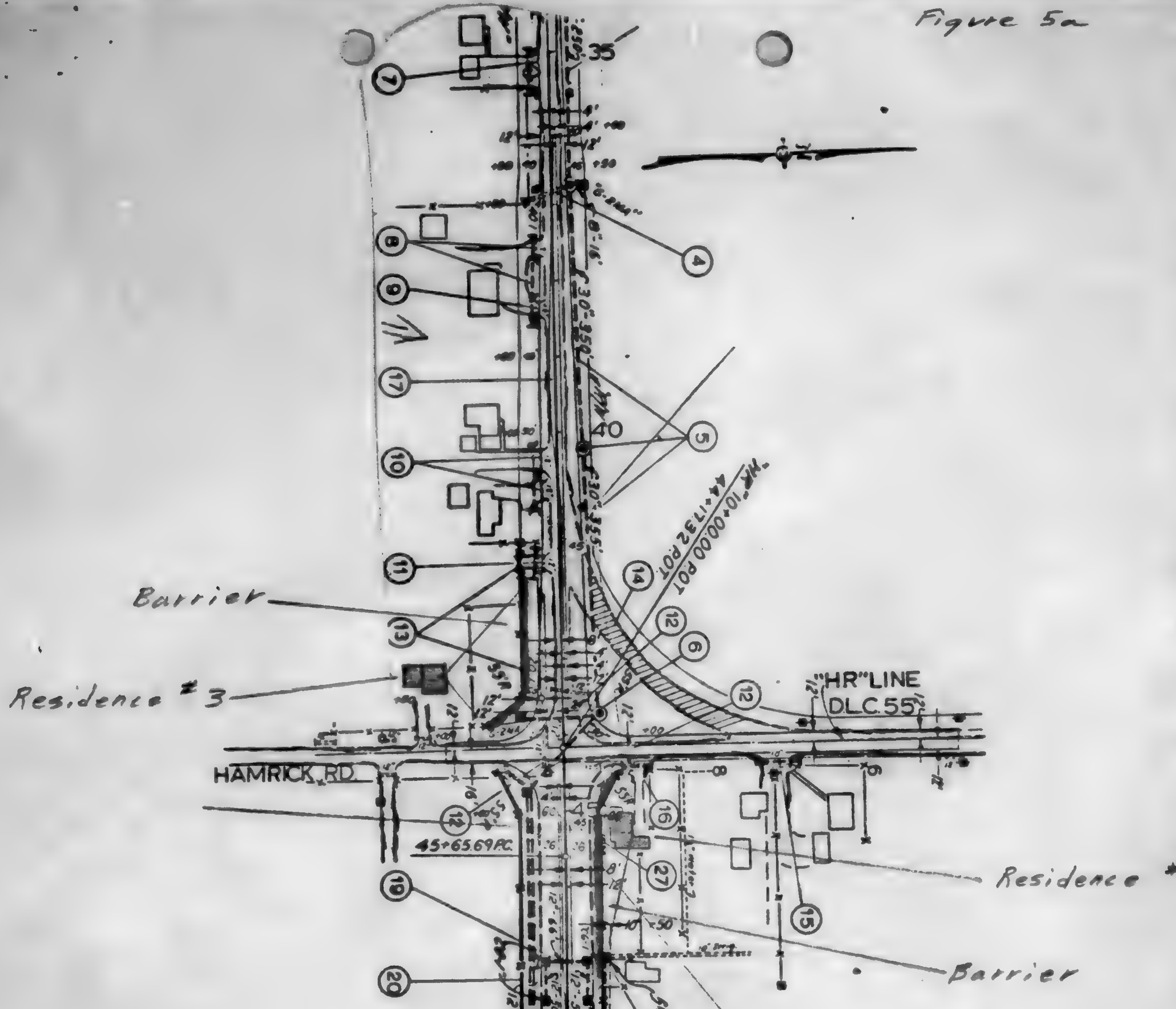
HEAD ROAD-AIRPORT ROAD
SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

LEGEND

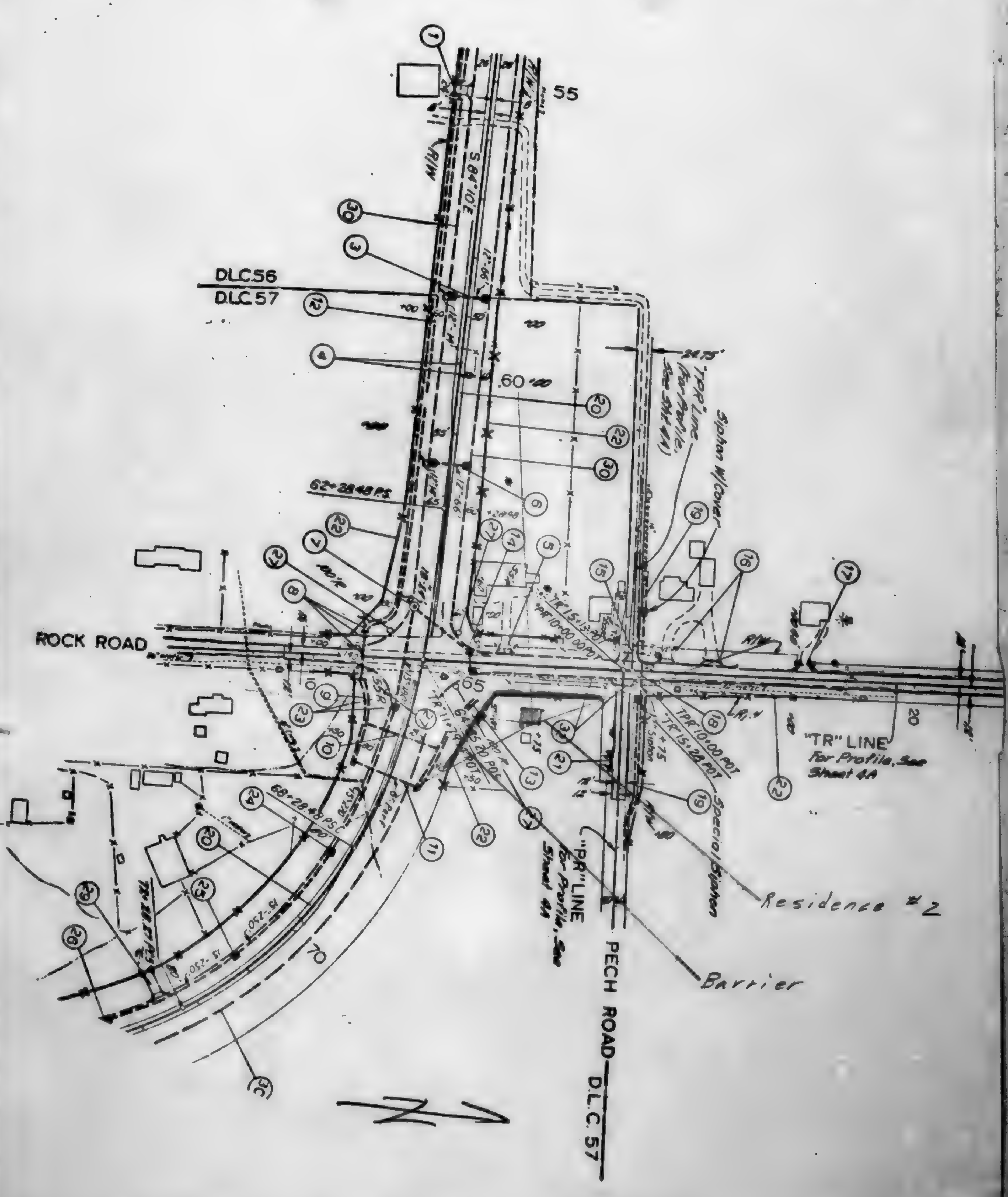
- ◉ 1974 MEASUREMENT STATION
- ▨ 1994 BUILD $L_{10} > 70$ DBA
- 1994 NO BUILD $L_{10} > 70$ DBA

Figure 5a



HAMRICK RD
HEAD ROAD
"HR" LINE
DLC 55
DLC 56
HR 10+00.00 POT
44+11.32 POT
45+65.69 P.C.
54+25.69 PT.
Barrier
Residence #3
Residence #1
Barrier

Figure 5b


ROCK ROAD
PECH ROAD
D.L.C. 57
DLC56
DLC57
55
60+00
65
70
S 84°10'E
R/W
62+28.48 P.S.
68+28.48 P.S.C.
"TR" LINE
For Profile, See Sheet 4A
"PR" LINE
For Profile, See Sheet 4A
"TPR" Line
For Profile, See Sht. 4A
Siphon W/Cover
Special Siphon
Residence #2
Barrier
TR 15+28 POT
TPR 10+00 POT
20

Sound Measurements ~~and Analysis~~

Table ~~6~~ lists the results of the sound measurements at three sites on October 31, 1973, at a [redacted] heighth of five feet above the ground. ~~Table 7 is a summary of traffic data used in the sound analysis projections.~~

TABLE ~~6~~ 1

SOUND MEASUREMENT SUMMARY - HEAD ROAD / AIRPORT ROAD

	Time of Day	9:30a.m.	10:30a.m.	12:05p.m.	1:25p.m.	2:35p.m.	Maximum Reading
Site 1	L_{10}	63	67	65	65	69	69
	L_{50}	48	46	49	52	57	57
	L_{90}	41	41	40	42	46	46

	Time of Day	9:50a.m.	10:40a.m.	12:30p.m.*	1:50p.m.	3:00p.m.*	Maximum Reading
Site 2	L_{10}	69	71	73	71	75	75
	L_{50}	51	56	54	50	62	62
	L_{80}	42	43	40	41	51	51

	Time of Day	10:10a.m.	11:05a.m.	1:00p.m.	2:15p.m.	3:20p.m.	Maximum Reading
Site 3	L_{10}	69	73	67	70	69	73
	L_{50}	61	62	58	61	62	62
	L_{90}	51	54	48	51	55	55

*Includes some contribution from jet noise.

Measurements made on October 31, 1973. All measurements in A-weighted decibels (dBA).

Table 2

TRAFFIC NOISE LEVELS DURING PEAK TRAFFIC HOUR*
L_{10} in dBA

	--No Build--		----Build---			----Build---	
	1974	1994	1974	1994	Barrier Height	1974	1994
Residence #1:							
Bi~~bb~~ddle Road	--	--	75	76	9 ft.	69	70
Hamrick Road	75	78	60	62		58	60
Total Exposure	75	78	75	76		69	70
Residence #2:							
Bi~~bb~~ddle Road	--	--	61	64	10 ft.	57	60
Table Rock Rd.	67	71	74	77		67	70
Total Exposure	67	71	74	77		67	70
Residence #3:							
Head Road	70	72	70	72	9 ft.	67	69
Hamrick Road	68	72	68	71		68	71
Total Exposure	72	75	72	75		71	73
Head Road					17 ft.**	66	68
Hamrick Road						68	71
Total Exposure						70	73

*NCHRP 117/144 Traffic Noise Prediction Method.

** 17 ft. wall not considered in report [illegible] ineffective [illegible]

Figure 5a

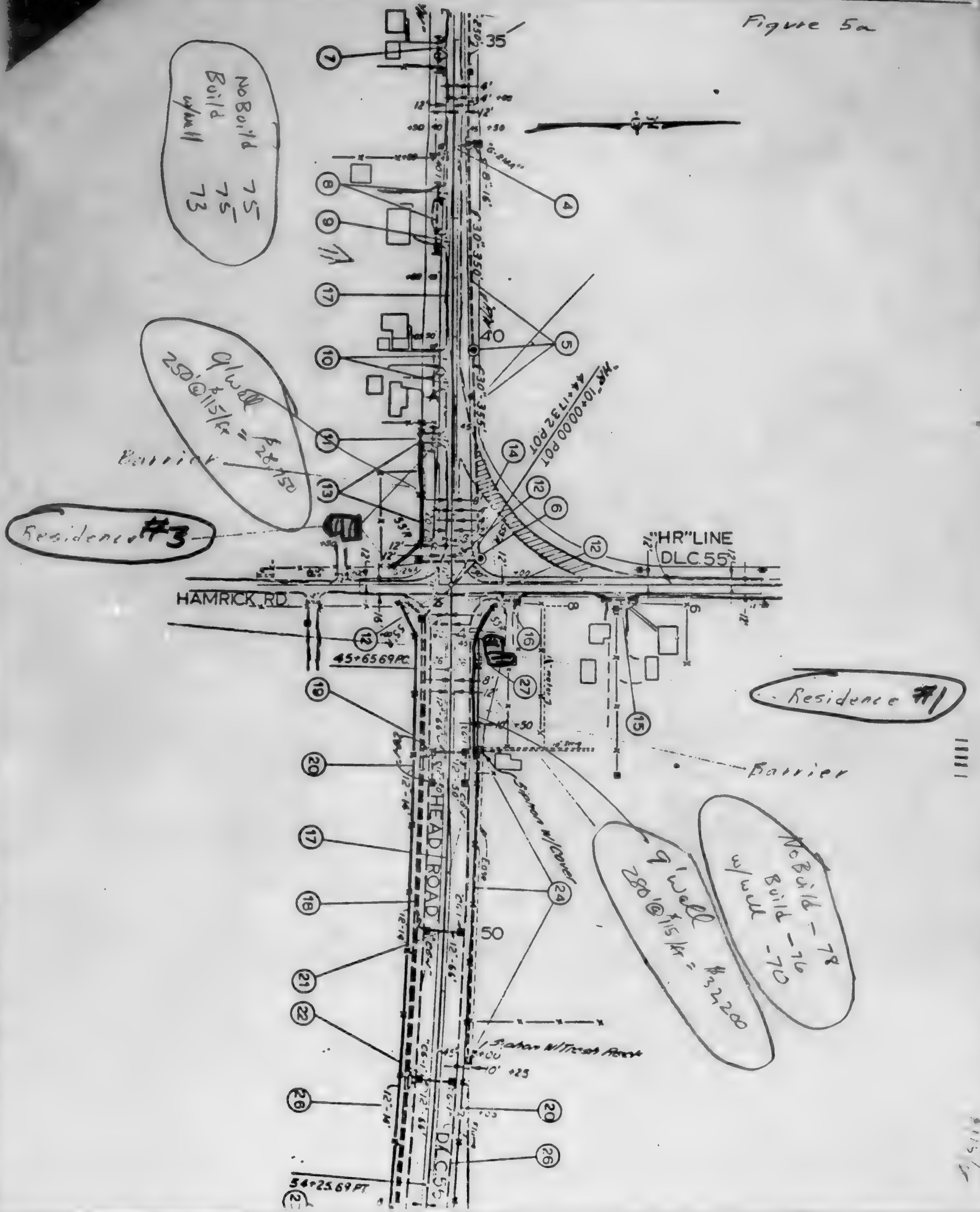

No Build 75
Build 75
w/wall 73
9' wall
250' @ 115/ft = $28,750
Barrier
Residence #3
HAMRICK RD
"HR" LINE
DLC 55
44+11.32 POT
"HR" 10+00.00 POT
45+65.69 PC
HEAD ROAD
Residence #1
Barrier
No Build – 78
Build – 76
w/wall – 70
9' Wall
280' @ 115/ft = $32,200
54+25.69 PT
DLC 55
35
40
50
7
4
8
9
17
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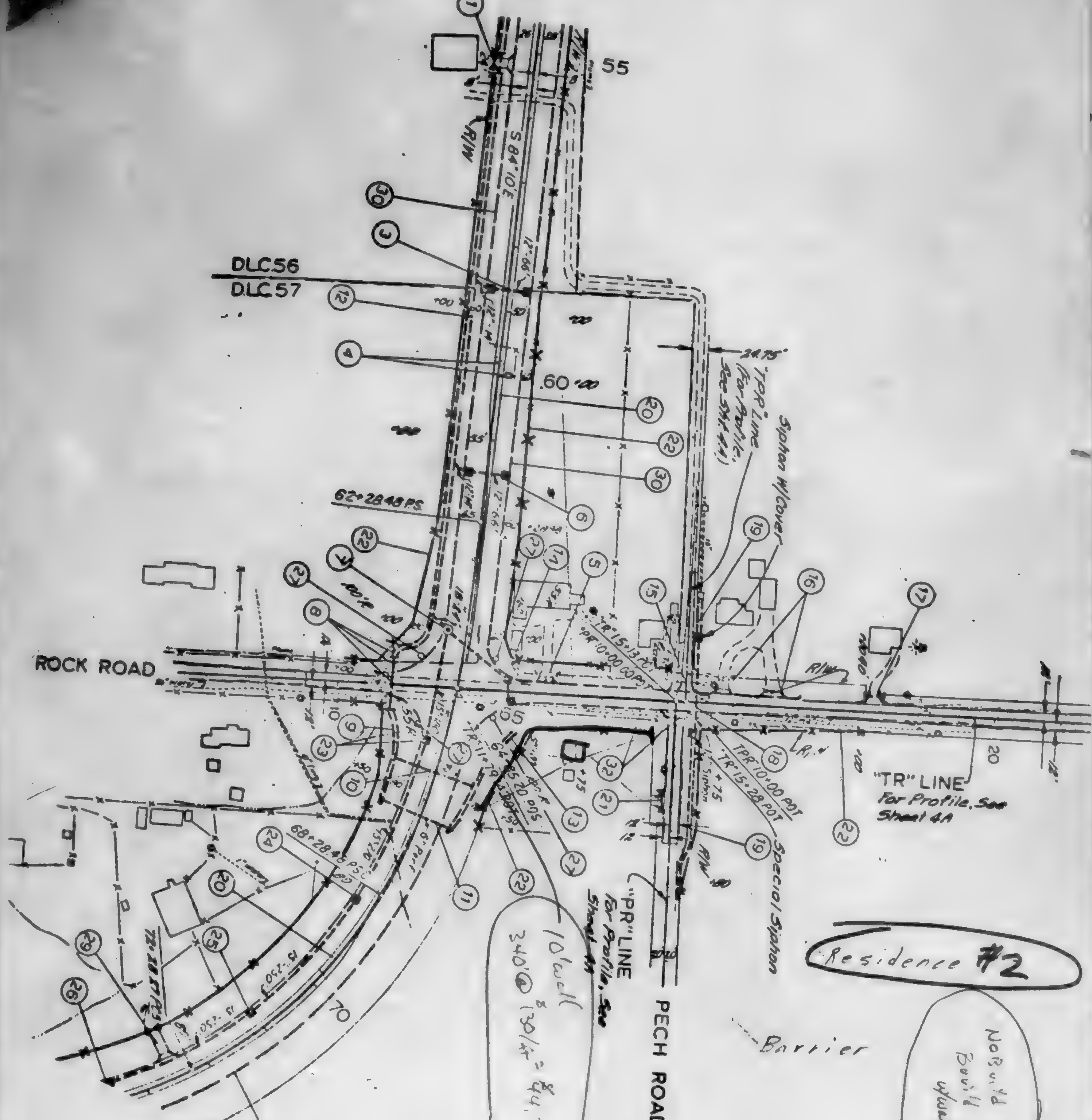
Figure 5b


55
S 84°10'E
R/W
DLC56
DLC.57
60+00
62+28.48 P.S.
"TPR" LINE For Profile, See Sht. 4A
Siphon W/Cover
24.75'
ROCK ROAD
"TR" 15+13 POT
"PR" 10+00 POT
"TPR" 10+00 POT
"TR" 15+28 POT
Special Siphon
"TR" LINE For Profile, See Sheet 4A
20
70
68+28.48 P.S.C.
"PR" LINE For Profile, See Sheet 4A
PECH ROAD
D.L.C. 57
N

Residence #2

Barrier

10' wall 340' @ $130/ft = $44,200

No Build 71
Build 77
w/wall 70

fas A363
Rulien
(15-107)
Jackson Co

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~672-8541~~

CON 5

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

January 20, 1977

Dear Mr. Carstensen:

This is to advise that the latest cost estimate for your Head Road-Airport Road FAS-C Project No. RS-A353(1) is $1,205,776.25.

Attached is a summary and breakdown for your information.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
George Thornton
Keith Martin

PROJECT MANAGEMENT
JAN 20 '77
REFER TO Prange
☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
FOR
Info ✓ | Investigate | R/D | Action | File | Letter | See me

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JAN 24 1977
COUNTY / CITY UNIT

Hopkins
Harwell
Holmes ✓
Prange
Unrein
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Bring Up
Other

1/14/77

BEN GIFFORD

Section Head Rd - Airport Rd

Programming Estimate $ 1,·02,

Highway FAS A353 1-17-77

Project Length 1.30 mile

County Jackson

Completion Time 200 cal. wkdays

Kind of Work Grading, Paving & Signals

Late Oct. 77

Prefix 515- 1927-

FA Project No. RS-A353 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ntract Amount $ 1,062,485.00

—	
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2,000.00	
500.00	
—	
2,000.00	
—	
—	$ 18,205.00
—	
—	
1,600.00	
1,000.00	
—	
—	
165.00	
—	
8,000.00	
3000.00	
—	
—	
—	

$ 1,080,690.00

Contingencies (4-1/2%) 48,631.05

Engineering (8 %) 86,455.20

SUBTOTAL $ 1,215,776.25

Credit for Water Main Protection (City of Medford) 10,000.00

Estimated Net Authorization, Construction . . . . $ 1,205,776.25

APPROVED

Fed. 1,036,967.36

Road Design Engineer

ROUTING SLIP DATE: 1/17/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR
DEPUTY DIRECTOR
ADMINISTRATION (DOT)
CHIEF COUNSEL
COMMISSION SERVICES
EMPLOYEE DEVELOPMENT
FINANCE (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
OPERATIONS
PERSONNEL OPERATIONS
PLANNING
PUBLIC AFFAIRS
SAFETY
TRANSPORTATION RESEARCH
AERONAUTICS DIVISION
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY. ENGINEER
ASSISTANT FOR DESIGN
ASSISTANT FOR OPERATIONS
ASST. FOR RIGHT OF WAY AND DEVELOPMENT
METROPOLITAN ENGINEER
ACCOUNTING (HIGHWAY)
BRIDGE DESIGN
CONSTRUCTION
COUNTY-CITY RELATIONS
DATA PROCESSING
ENVIRONMENTAL
EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
PHOTOCOPY
PROJECT MANAGEMENT
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
GENERAL FILES
LIBRARY
MAIL ROOM
[✓ REGION NO 3]
DISTRICT NO. ☐

ATTENTION: Glen Clark

FROM: H. Raymaker

COMMENTS: A copy of the latest estimate for the Head Rd - Airport Rd is attached. Would you please inform the County.

FORM 81-734-3100

SP*19799-734

17Jun11 BEN GIFFORD

Section Head Rd - Airport Rd

Programming Estimate $ 1,203,000

Highway FAS A353

Project Length 1.30 mile

County Jackson

Completion Time 200 cal. wkdays

Kind of Work Grading, Paving & Signals

Late Oct. 77

Prefix 515-1927-

FA Project No. RS-A353 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 1,062,485.00

Anticipated Additional Items:

Royalty Payment	—
Building Permit Fees	—
Slide Correction	—
Railroad Protective Costs	—
Other Railroad Costs	—
Permanent Signing	—
Permanent Pavement Striping	2,000.00
Temporary Pavement Striping	500.00
Remove Pavement Striping (Exist. & Temp.)	—
Temporary Erosion Control	2,000.00
State Furnished	—
Install Water Meter	—
Furnish Water	—
Laboratory Fees	—
On the Job Trainees 2@$800.00	1,600.00
State Responsibility for Damages	1,000.00
Signal Controller Testing	—
Bikeway Signs	—
Furnish Mail Box Posts 3@$35	165.00
Adjust Utilities	—
Relocate 2 Irrigation Facilities (EW)	8,000.00
Salvage And Reinstall Fence (EW)	3000.00
	—
Misc. Permit Fees	—
	—

$ 18,205.00

$1,080,690.00

Contingencies (4-1/2%)	48,631.05
Engineering (8 %)	86,455.20
SUBTOTAL	$1,215,776.25
Credit for Water Main Protection (City of Medford)	10,000.00
Estimated Net Authorization, Construction	$1,205,776.25

WR

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 4
Date 3 Jan 77

Section Head Rd. - Airport Rd
County Jackson

Kind Of Work Grading, Paving, Signing & Signals
Length 1.30
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	52,300.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,500.00
3	Temporary Signs		Sq. Ft.	300	6.00	1,800.00
4	Temporary Barricades		Each	37	125.00	4625.00
5	Flagmen		Hour	800	15.00	12,000.00
	ROADWORK					
6	Clearing and Grubbing		Lump Sum	All	Lump Sum	15,000.00
7	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	5,000.00
8	Ditch Excavation		Cu. Yd.	3,450	5.00	17,250.00
9	General Excavation		Cu. Yd.	54,300	1.30	70,590.00
10	Trench Excavation		Cu. Yd.	2,840	8.30	23,572.00
11	Watering		M-Gal	310	6.00	1,860.00
12	Aggregate Shoulders		Ton	2,410	5.50	13,255.00
13	Treated Base Mixture		Ton	28400	6.25	177,500.00
14	Cement in Treated Base Mixture		Ton	1,560	75.00	117,000.00
15	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	12,000	10.50	126,000.00
16	Asphalt Cement in Mixture		Ton	780	85.00	66,300.00
17	Asphalt in Tack Coat		Ton	4	175.00	700.00
18	Concrete in Pipe Protection		Cu. Yd.	42	120.00	5,040.00
19	Reinforcement in Pipe Protection		Lb.	2,400	0.65	1,560.00

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 4
Date 3 Jan 77

Section Head Rd - Airport Rd
County Jackson

Kind Of Work Grading, Paving, Signing & Signals Length 1.30
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
20	12-inch Culvert Pipe		Lin. Ft.	512	7^{00}	$3,584^{00}$
21	18-inch Culvert Pipe		Lin. Ft.	134	9^{50}	$1,273^{00}$
22	36-inch Culvert Pipe		Lin. Ft.	40	35^{00}	$1,400^{00}$
23	12-inch Siphon Pipe		Lin. Ft.	670	7^{50}	$5,025^{00}$
24	18-inch Irrigation Pipe		Lin. Ft.	108	10^{00}	$1,080^{00}$
25	8-inch Sewer Pipe		Lin. Ft.	68	5^{00}	340^{00}
26	10-inch Sewer Pipe		Lin. Ft.	102	6^{00}	612^{00}
27	12-inch Sewer Pipe		Lin. Ft.	1,224	8^{00}	$9,792^{00}$
28	15-inch Sewer Pipe		Lin. Ft.	1,070	9^{50}	$10,165^{00}$
29	18-inch Sewer Pipe		Lin. Ft.	24	10^{00}	240^{00}
30	30-inch Sewer Pipe		Lin. Ft.	1,335	28^{00}	$37,380^{00}$
31	36-inch Sewer Pipe		Lin. Ft.	1,000	35^{00}	$35,000^{00}$
32	30-inch Arch Type Pipe		Lin. Ft.	124	25^{00}	$3,100^{00}$
33	36-inch Arch Type Pipe		Lin. Ft.	112	35^{00}	3920^{00}
34	Extra for Pipe Under Pavement		Lin. Ft.	62	10^{00}	620^{00}
35	Concrete Manholes		Each	8	$1,000^{00}$	$8,000^{00}$
36	Concrete Inlets, Type CG-1		Each	28	550^{00}	$15,400^{00}$
37	Concrete Inlets, Type G-2MA		Each	3	575^{00}	$1,725^{00}$
38	Concrete Siphon Boxes		Each	3	500^{00}	$1,500^{00}$
39	Concrete Diversion Boxes		Each	1	550^{00}	550^{00}
40	Special Inlets		Each	2	650^{00}	$1,300^{00}$
41	Special Siphon Boxes		Each	1	$3,000^{00}$	$3,000^{00}$

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 3 of 4
Date 3 Jan 77

Section Head Rd. - Airport Rd
County Jackson

Kind Of Work Grading, Paving, Signing & Signals
Length 1.30
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
42	6-inch Drain Pipe		Lin. Ft.	110	5.00	550.00
43	8-inch Drain Pipe		Lin. Ft.	220	5.50	1,210.00
44	Special Filter Material in Drains		Cu. Yd.	36	12.00	432.00
45	Guard Rail, Type 1		Lin. Ft.	25	7.00	175.00
46	Guard Rail, Type 2A		Lin. Ft.	225	9.00	2,025.00
47	Guard Rail, Type 3		Lin. Ft.	50	20.00	1,000.00
48	Guard Rail Anchors, Type 1		Each	2	275.00	550.00
49	Extra for Guard Rail Bridge Connections		Each	2	300.00	600.00
50	Rail End Pieces, Type A		Each	2	25.00	50.00
51	Rail End Pieces, Type C		Each	2	125.00	250.00
52	Type 2 Fence		Lin. Ft.	9,040	1.75	15,820.00
53	16' Single Gates		Each	2	400.00	800.00
54	24' Double Gates		Each	2	450.00	900.00
55	Concrete Driveways		Sq. Yd.	125	14.00	1,750.00
56	4-inch Concrete Surfacing		Sq. Yd.	40	12.00	480.00
57	Concrete Curbs		Cu. Yd.	670	125.00	83,750.00
58	Extra for Asphalt Approaches		Each	20	100.00	2,000.00
59	Paved Culvert End Slopes		Sq. Yd.	31	6.00	186.00
60	Loose Riprap, Class 100		Cu. Yd.	110	20.00	2,200.00
62	Delineators		Each	100	14.00	1,400.00
63	Adjusting Manholes		Each	1	150.00	150.00
64	Reconstructing Concrete Manholes		Each	1	450.00	450.00
65	Roadside Seeding and Mulching		Acre	4	500.00	2,000.00
66	Setting Mailbox Posts		Each	5	50.00	250.00

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 4 of 4
Date 3 Jan 77

Section Head Rd- Airport Rd
County Jackson
Kind Of Work Grading, Paving, Signing & Signals
Length 1.30
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
67	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	500.00
68	Wood Sign Posts		Lump Sum	All	Lump Sum	1,100.00
69	Sign Support Footings		Lump Sum	All	Lump Sum	7,830.00
70	Breakaway Sign Posts		Lump Sum	All	Lump Sum	11,250.00
71	Type "A" Signs in Place		Sq. Ft	910	15.00	13,650.00
72	Type "C" and "D" Signs in Place		Sq. Ft.	135	8.00	1,080.00
73	Type "EE" Signs in Place		Sq. Ft.	32	10.00	320.00
74	Type "F" and "G" Signs in Place		Sq. Ft.	25	10.00	250.00
75	Type "I" Signs in Place		Sq. Ft.	32	10.00	320.00
76	Type "U" Signs in Place		Sq. Ft.	9	12.00	108.00
	SIGNALS					
77	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	46,316.00
	TOTAL					1062,485.00

1481

~~PRO 6-2~~

January 10, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 70341
Project No. RS-A353(1)
Head Rd.-Airport Rd. Section
Jackson County

Attached is data for the subject project.

This letter is to supersede the one forwarded previously under the same date.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

One copy each of State Clearinghouse and District 8 Clearinghouse A-95 review approval letters were forwarded previously.

Exception to the achievement of the specified design noise levels will be requested under separate action.

We request authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $1,414,000 with an obligation of $1,213,000 in federal funds.

JLG:dp
Attachments

cc: A. Shirley Jr. (Region 3)
H. Reynoldson

8481

PRO 6-2

January 10, 1977

TO G.L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. [illegible]

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70341
Project No. RS-A353(1)
Head Rd.-Airport Rd. Section
Jackson County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 24, 1977.

One copy each of State Clearinghouse and District 8 Clearinghouse A-95 review approval letters were forwarded previously.

JLG:ljt
Attachments

cc: A. Shirley, Jr., Reg. 3

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 10, 1977

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Jct Head & Hamrick Rds to Airport Rd.	**ADT**	1-4,000 2-3,000	1-7,400 2-5,400	97	10	Oregon	41	075	70341

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
H.T. Pave, Traf. Signal								RS-	A353	(1)		

L FUNDS: Rural Secondary

COUNTY NAME: Jackson

CODE: 029

REA: ---

ROUTE NO.: S

FEDERAL-AID: A353*

STATE: Co. Rd.

U.S.: --

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6204 Y031		"Head Rd.-Airport Rd. Section"	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)	
RED BY: JLG		**PROJECT TOTALS**	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)	

AM APPROVAL DATES

*Old FAS 15-107
ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

REMARKS
Additional Data: Item No's. RS-55 & RS-86;
Project No's. RS-15-107(2) & (3) respectively.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL- AID PROGRAM DATA

January 10, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct Head & Hamrick Rds to Airport Rd. 21	ADT	PRESENT 1-4,600 2-3,000	FUTURE 1-7,400 2-5,400	YEAR 97	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, H.T. Pave, Traf. Signal	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A353	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Jackson			CODE 029
	NAME OF URBAN AREA ---	ROUTE NO. S	FEDERAL-AID A353*	STATE Co. Rd.	U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6204 Y031		"Head Rd.-Airport Rd. Section"	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	1.30	1,414,000	1,213,000	100,500	100,500 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

REMARKS
Additional Data: Item No's. RS-5
Project No's. RS-15-107(2) & (3)

*Old FAS 15-107
ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

HEAD RD.-AIRPORT RD. SECTION

PROJECT NO. RS-A353(1)

REMARKS - continued

Project Data: The work consists of (1) grade, drain and high-type pave a 63' curbed section providing four 12' travel lanes, 16' median and 2' curb offsets; (2) installation of a multi-phase fully actuated traffic signal at Table Rock Road; (3) incidental work common to this type of project.

Data for PR-37: Type Code 6204 (Roadway) ----------------------$1,364,000
Type Code Y031 (Signal)---------------------- 50,000

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) FHWA memorandum of January 9, 1975 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective January 29, 1976.

9 L 81 fb

PRO 6-2

January 10, 1977

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
70341	RS-A353(1)	Head Rd.-Airport Rd. #71.0106

JLG:ljt
Encl.

cc: G. L. Green, FHWA

#8481

FAS 15-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 20, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Head Road-Airport Road Section
FAS 15-107
Jackson County

TO: MEMO TO THE FILES

A meeting which involved Utility, City, County, F.H.W.A. and State personnel was held Wednesday, December 15, 1976, in Jackson County's White City facility. This was to review the proposed plans on the above project. The following items were discussed:

1. Utilities: a) The irrigation season starts between March 15 and April 1, and runs to about October 15. Moving and reconstruction of irrigation facilities should receive first priority for construction. The siphon under Table Rock Road at Sta. TR 15+44 should be constructed if possible prior to the irrigation season. It may be possible to construct the facility left of Sta. 47 to Sta. 52 and at Sta. 99+50, Rt. during the irrigation season by an agreement with the property owners.

   Earl Purdy said that Rogue Valley Irrigation District has approved the design of the proposed irrigation structures.

   At Sta. 67± and Sta. 76± there are two private irrigation systems crossing the proposed roadway. The relocation of these two systems is to be paid for under "anticipated items" because right of way negotiations are not yet complete. Earl Purdy has made an estimate of cost for these.

   b) The telephone company is placing all their lines underground. This should be completed by April 1.

   c) All the power lines are overhead. They probably will not be completely moved by the time the project is under contract. Earl Purdy is to provide additional power and telephone pole locations which are not indicated on our plans.

   d) Sanitary sewers and water lines. There is an existing 8" sanitary sewer which parallels Airport Road on the northerly side. This does not show on our plans. There is a manhole on this sewer line that will need to be adjusted or reconstructed. Purdy is to get the data for this and send it into us.

   There is a proposed private sewer connection left of Sta. 96± which may be in conflict with our proposed construction. This will be taken care of by right of way agreement if it developes before the project is let. Also, there is an existing 4" waterline that lies easterly of proposed centerline from Sta. 75± to Sta. 100±. This, also, does not show on our plans. Purdy is to follow-up on seeing if this line can be located so it can be shown on the plans.

2. Specifications: a) The orchards through which the proposed line passes are flood irrigated. The special provisions should alert the contractor to this possible condition.

b) The 36" storm sewer outfall, to the right of Sta. 80+, lies across a private field by easement. The special provisions should specify that the existing topsoil be stripped and stockpiled. Adequate material will be required to cover all areas within the easement, that is disturbed by construction, with 8 inches of topsoil.

c) The Medford water board will be satisfied with a minimum of 3,000 psi concrete in the 30" water line encasement. They would like the special provisions to provide that no more than 15' of pipe be exposed, encased in concrete, and cured before exposing and encasing the next 15'. Valves on the water line are not to be encased.

3. Stage construction: a) It may be possible to completely close Table Rock Road between Sta. 10+ to Sta. 15+ for a limited period of time. The County is to confirm this. The remainder of the Table Rock Road affected by the construction would be staged to be kept open to local traffic. Grading and hauling across Table Rock Road could be done at the time of this road closure. Flagging for hauling across Table Rock Road at any other time should be at the contractor's expense.

4. Miscellaneous Items. W. Gaddis of Jackson County inquired if a traffic signal could be included for the intersection at Hamrick Road. Watson is to get him an answer.

It was proposed that $1,000 be set up as an anticipated item for temporary erosion control. The Standard Specifications would apply.

All Right-of-way not signed will be filed on for a February letting.

Watson asked that all information or changes contemplated be submitted to the Final Design Unit by January 3, 1977.

LKW:az
cc: J. X. Wilson
Keith Martin
Earl Purdy
N. E. Mann
C. G. Swenson
W. G. Beard

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
DEC 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

County/City
FAS-8-10

?

COUNTY OPTIONS

Approved for Closing

JACKSON COUNTY

12-9-76

Medford-Jackson County Airport

49468 Palen, Mildred C. $ 4,000.00
Approved December 10, 1976

Hopkins
Harwell
Holmes v
Prange R
Unrein A

RECEIVED
DEC 9 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

✓

84 81

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 7, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Head Road-Airport Road Sec.
FAS 15-107
Jackson County

NOTED
E. S. HUNTER

The county has requested that the subject project be moved from its proposed April letting date to the February 24, 1977, letting.

They are concerned with getting the project started prior to the irrigation season.

A check with appropriate sections indicates that a February date can be made. Right-of-way has indicated that if all goes well, it will be cleared for that date. Therefore, the project will be moved to the February letting date.

The estimated cost of the project is $1,414,000.

DOC:az
cc: E. S. Hunter
A. E. Shirley
L. E. George
G. Potter
J. B. Boyd
C. G. Swenson
L. K. Watson

D
ENGR
DEC 8 '76
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

8A81 15

Adele Egan
Right of Way Branch

November 29, 1976

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5945

Attached for further handling is a fully executed copy of an agreement with the Medford Water Commission for protection of the Head Road-Airport Road Section of Biddle Road in Jackson County.

It is my understanding that you will transmit a copy to the Water Commission. We have retained the fully executed original for the Transportation Commission's files.

fkn
Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 10, 1976
Salem, OR 97310

FILE: ROW 18-4

Agr no. Misc C&A

FROM: Phil G. Preston
Utility Special Studies Engr.

TO: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: Water Main Protection
State-Medford Water Commission Agreement
Head Rd.-Airport Rd. Section
FAS 15-107 (Tabletop Rd.)
Jackson County

Attached are duplicate originals and one photocopy of subject Agreement covering the protection of the Commission's 30-inch water main on this project.

The State will construct a concrete walk over and concrete encasement around the pipe using 45 cubic yards of 3300-1-1/2 concrete, 3250 lbs. of reinforcing steel and 95 cubic yards of trench excavation. The estimated cost of this work is $10,000.

Since the water main is located on public road right of way the cost of protecting it is non-reimbursable. The Water Commission in their letter dated September 21, 1976 requested that the work be done at their cost as a part of the contract. The Agreement further provides that the State will bill the Commission at the time the project is advertised for bids and the Commission agrees to pay the State the sum of $10,000. The Water Commission further agrees to accept jurisdiction of and maintain the protection facilities constructed by the provisions of this Agreement.

This document has been approved by the Department of Justice, The Medford Water Commission, Region 3, and the Utility Unit of the Right of Way Section.

If you approve please have the Agreement executed by the appropriate officials and return one copy to me for transmittal to the Medford Water Commission. Copies of the Agreement will be distributed to all interested parties.

PGP:jr
Attach.

for Coulters Sig
After Jackson approves
on Jackson's 11/19 report

RIGHT OF WAY SECTION
RECEIVED

Rulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~672-6541~~

CON 5

Mr. William Gaddis
Asst. Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

November 19, 1976

Dear Mr. Gaddis:

This will acknowledge receipt of Jackson County Commissioners' letter of November 8, 1976, requesting the new 86/14 matching ratio for your Airport Road-Head Road Section of Biddle Road.

By a copy of this letter, their request is being forwarded to the Program Management Section with Region's recommendation for approval.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien - with Enclosure
George Thornton
Earl Purdy

PROJECT MANAGEMENT
NOV 24 '76
REFER TO:

Info	Investigate	R/D	Action	File

RECEIVED
COUNTY & CITY SECTION
NOV 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

Cy. To: Laux
Hacek

JACKSON COUNTY OREGON

COUNTY COMMISSIONERS
TAM MOORE, Chairman
ISABEL SICKELS, Commissioner
JON DEASON, Commissioner
Administrative Assistant
EDWARD S. BRESNAHAN

Jackson County Oregon

BOARD OF COUNTY COMMISSIONERS

(503) 773-6211, EXT. 311 • COUNTY COURTHOUSE • MEDFORD, OREGON • 97501

November 8, 1976

RECEIVED
COUNTY & CITY SECTION
NOV 24 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Mr. Alfred Shirley, Jr.,
Regional Engineer
Highway Division - Department
of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Attn: Mr. Glen Clark, Regional Federal Aid Engineer

RE: Federal Aid Match Ratio
Biddle Road Project
Airport Rd. - Head Rd. Section

Dear Mr. Shirley:

In accordance with Mr. Glen Clark's letter of October 29, 1976, we are herewith requesting that the preliminary engineering and right-of-way phases of subject project be included in the new 86%-14% Federal Aid Match Ratio as described in F. B. Klaboe's letter of October 14, 1976.

It is our understanding that the construction phase of the project will automatically be on the new ratio. Will you please advise us if there is any doubt concerning this?

Very truly yours,

Jackson County Board of Commissioners

Jon Deason
Chairman

Isabel Sickels
Commissioner

Commissioner

ROSEBURG REGION
RECEIVED
NOV 19 1976

BOC/pas

COUNTY OPTIONS

Approved for Closing

Jackson County

11-5-76

RECEIVED
COUNTY & CITY SECTION
NOV. 5 197
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$ 100.00
48455-P	Raber, Roland L. & Barbara P.	Approved June 25, 1976	$ 2,150.00
48455-K	Mitchell, Ralph L.	Approved June 25, 1976	$ 400.00
48455-I	Harry and David	Approved July 23, 1976	$ 26,600.00
48455-A	Melrose Orchards, Inc.	Approved August 6, 1976	$ 3,900.00
48455-C	Higinbotham, Lester & Lena E.	Approved September 10, 1976	$ 850.00
48455-G	Walker, George W. & Ernestine M.	Approved October 29, 1976	$ 1,425.00
48455-O	Morefield, George L.	Approved October 29, 1976	$ 5,061.00
48455-E	Hayes, Dan R. & Charlene L. Hill, Larry D. & Pearl I.	Approved November 5, 1976	$ 3,000.00
48455-F	Noah, Gholston N. & Nell G.	Approved November 5, 1976	$ 3,200.00
48455-L	Boyd, Levi & Judith S. Carl Diebold Lumber Company	Approved November 5, 1976	$ 500.00

Hal-Fred

Cou~~Jackson~~City Co
FAS 15-107

COUNTY OPTIONS

Approved for Closing

Jackson County

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$ 100.00
48455-P	Raber, Roland L. & Barbara P.	Approved June 25, 1976	$ 2,150.00
48455-K	Mitchell, Ralph L.	Approved June 25, 1976	$ 400.00
48455-I	Harry and David	Approved July 23, 1976	$ 26,600.00
48455-A	Melrose Orchards, Inc.	Approved August 6, 1976	$ 3,900.00

RECEIVED
COUNTY & CITY SECTION
AUG - 5 1976
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

County/City
Fao 15-107
Jackson Co

COUNTY OPTIONS

Approved for Closing

Jackson County

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$ 100.00
48455-P	Raber, Roland L. & Barbara P.	Approved June 25, 1976	$ 2,150.00
48455-K	Mitchell, Ralph L.	Approved June 25, 1976	$ 400.00
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RECEIVED
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☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

County/City
FAS 15-107
Jackson Co

COUNTY OPTIONS

Approved for Closing

Jackson County

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$	100.00
48455-P	Raber, Roland L. & Barbara P.	Approved June 25, 1976	$	2,150.00
48455-K	Mitchell, Ralph L.	Approved June 25, 1976	$	400.00

RECEIVED
COUNTY & CITY SECTION
JUN 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COUNTY / CITY
FAS 15-107
Jackson Co

COUNTY OPTIONS

Approved for Closing

Jackson County

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$ 100.00

RECEIVED
COUNTY & CITY SECTION
MAY 21 1976
☑ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

FASA 363 (15-107)
Jackson Co

COUNTY OPTIONS

Approved for Closing

Jackson County

Continued

Head Road-Airport Road

48455-B	LaFontaine, John W. & Ethel M. Approved November 19, 1976	$ 650.00

RECEIVED
COUNTY & CITY SECTION
NOV 19 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Rulien
Jackson Co
fas 15-107

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

Mr. William Gaddis
Asst. Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

October 29, 1976

Dear Mr. Gaddis:

I apologize for taking so long to answer your telephone request to fund your FAS-C Head Road-Airport Road Project at the 86/14 ratio.

The State-Federal agreement is for one year from July 1, 1976 to July 1, 1977. The interpretation of the agreement or Highway Division policy is that a project programmed and approved during the life of the agreement will automatically be at the new 86/14 ratio. The construction phase will most likely fall in this category.

The preliminary engineering phase was approved prior to the new agreement and therefore can only be financed by the new ratio if the overall project is completed by July 1, 1977, or the agreement is extended and is in effect when the project is completed. Then, only if you have requested the new ratio in writing.

Thus, please forward a request for the new ratio to be used for the preliminary engineering and right of way phase hoping that the agreement is extended beyond July 1, 1977. The construction phase will be automatically on the new ratio, because it will occur during the year of the agreement.

If you have any questions, please advise this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☐ OE
☒ OPE ☒ CE ☐ RE ☒ RPE ☐

PROJECT MANAGEMENT
NOV -1 '76
FOR
☑ Note ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me

cc: L.W. Rulien ✓
George Thornton
Earl Purdy

Fwo 15-107
Jackson Co

COUNTY OPTIONS

10-29-76
Approved for Closing

Jackson County

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$ 100.00
48455-P	Raber, Roland L. & Barbara P.	Approved June 25, 1976	$ 2,150.00
48455-K	Mitchell, Ralph L.	Approved June 25, 1976	$ 400.00
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48455-O	Morefield, George L.	Approved October 29, 1976	$ 5,061.00

RECEIVED
COUNTY & CITY SECTION
OCT 29 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

#8481 FAS 15-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 11, 1976

N.E. Mann

FROM: N. E. Mann
Senior Designer

TO: MEMO TO THE FILES

SUBJECT: Head Road-Airport Road Section
FAS 15-107
Jackson County

On October 4, 1976, I discussed with Earl Purdy, Resident Engineer in Medford, the roadway width of Table Rock Road.

Jackson County had proposed to widen the roadway from 32 feet to 36 feet. He discussed this with the County and pointed out the greater conflict with the City of Medford's 30 inch water line. Therefore, they have approved the 32 foot roadway width as shown on our plans.

NEM:az
cc: A. E. Shirley
Earl Purdy
L. K. Watson

1 Vorsteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8481

13

ROBERT W. STRAUB

PRO 6-2

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-UP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-000S(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TQS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

1.	Elk River - Port Orford	JoP-95(3) ~~101 — Curry~~	8325	
2.	Slater Creek - Mystic Creek	RF-DP-29(6)	8310	
3.	Buchanan - Beede Reservoir	Harney	Con 21-4 Central Ore.	
4.	Head Road - Airport Road	Jackson	Con 21-8	Jackson
5	Statewide Roadside Obstacle Projects		Tra 10-1	Sp.
6	Columbia River - Lake Road	Multnomah & Clackamas	Con 21-1 7-205 SP	
7	Powder River (Phillips) Bridge	Baker	RS-01-109(1)	8400
8	Malheur River (Russell) Bridge	Malheur	RS-23-122(1)	8349
9	Airport Rd. - Lancaster Dr.	Marion		
10.	Remote Section	Coos County	Con 21-4	Coos Bay Roseburg
11	Skipanon River (Warrenton) Br.	Clatsop	Mai 14-1-1	Sp
12	S. Unit Astoria - Camp Rilea	Con 21 101 - Clatsop		
17	N. Fk. Cold Springs Br.	Umatilla	RS-30-100	8450
18	Fifteenmile Creek Bridge	Wasco	Con 19-1	F.

Please make
copies of
funds are involved
[illegible] yellow in
[illegible] 9-3

8481

5

August 9, 1976

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

Attention: Harry Chipman
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5770

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Head Road-Airport Road Section of the Biddle Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhn

Att.

cc Don Harwell (agree. att.)

FAS 15-107
Jackson Co

RECEIVED
COUNTY & CITY SECTION
JUL 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 7-7-76

Subject: Federal Aid Project No. RS-15-107(3)
Project Name Head Rd.-Airport Rd. Section
Biddle Road, FAS 15-107

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act. /1

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 7th day of July, 1976

/1 FAS-C funding for right-of-way acquisition was approved 2/6/76. The County will pay its share of right-of-way costs according to the usual FAS-C cost distribution.

County of Jackson

Jon Deason
Chairman

Isabel H. Sickels
Commissioner

Commissioner

CC John Oaks
D E Swan

State still working on R/W - this was erroneously sent

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8481 6-1-76

ARCHAEOLOGICAL SURVEY OF THE PROPOSED HEAD ROAD-AIRPORT ROAD SECTION, BIDDLE ROAD, FAS 15-107, JACKSON COUNTY, OREGON

contract between

Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

by

Richard M. Pettigrew
and
David L. Cole

Eugene, Oregon
June 1, 1976

ARCHAEOLOGICAL SURVEY OF THE PROPOSED HEAD ROAD-AIRPORT ROAD SECTION, BIDDLE ROAD, FAS 15-107, JACKSON COUNTY, OREGON

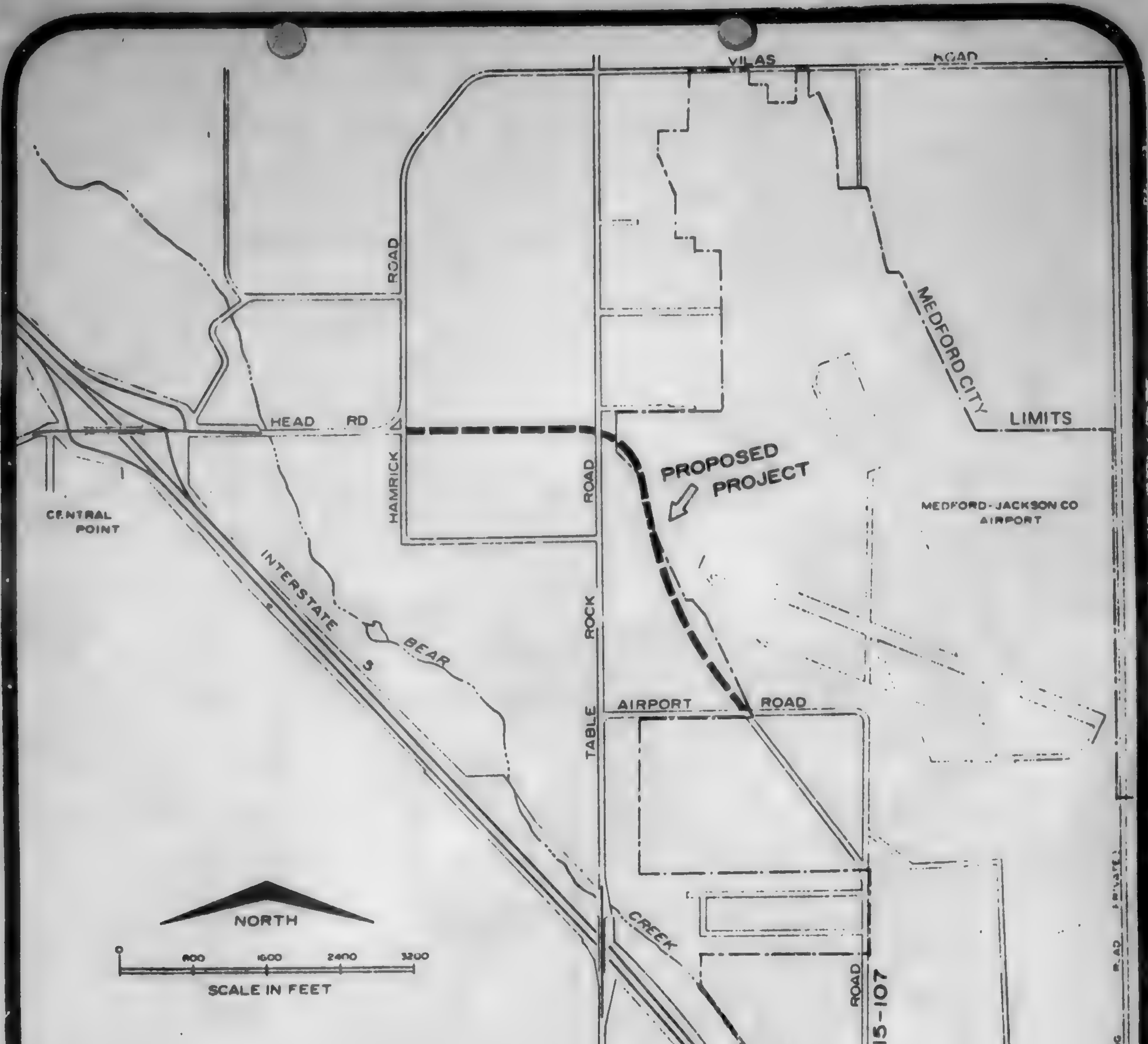
INTRODUCTION

An archaeological survey of the proposed Head Road-Airport Road section of Biddle Road in Jackson County was conducted under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to determine if archaeological sites would be disturbed or otherwise affected by construction of this new section of highway.

The Principal Investigator of the survey was D. L. Cole, Curator of Anthropology, MNH. The field work and library research for the survey were undertaken by Richard M. Pettigrew, Research Assistant, MNH. The field work was conducted on April 23, 1976. Approximately 2 hours were required to complete the survey, which was the inspection of the proposed right-of-way and adjacent areas.

The right-of-way area was defined by survey markers on the ground, and by the maps printed in the Final Environmental Impact Statement (EIS) (Oregon Department of Transportation 1975), and a plan of the right-of-way of 1975, DRG. No. 9B-11-8, scale 1 in. = 100 ft., supplied by the Highway Division. Mr. Earl G. Purdy, Resident Engineer of the Medford Office, Highway Division, pointed out the project area to Pettigrew prior to the ground search. We thank him for his assistance.

The Oregon Archaeological Survey file of MNH was examined for information on site locations and previous surveys, for indications of the cultural resources that might be expected in the project area. Library references were examined for historic and ethnographic accounts of aboriginal use of the area.


VILAS ROAD
ROAD
HEAD RD
HAMRICK
ROAD
MEDFORD CITY
LIMITS
PROPOSED PROJECT
CENTRAL POINT
MEDFORD-JACKSON CO AIRPORT
INTERSTATE 5
BEAR
CREEK
TABLE ROCK ROAD
AIRPORT ROAD
NORTH
0
800
1600
2400
3200
SCALE IN FEET
BIDDLE ROAD
FAS 15-107
LOGGING ROAD
PRIVATE
MEDCO
CRATER LAKE HIGHWAY

Map 1

ALIGNMENT MAP

HEAD ROAD-AIRPORT ROAD
SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

From: Final Environmental Impact
Statement. OSDT Figure 2

THE SETTING

The proposed section of Biddle Road is a 1.2 mile connection between the present northern terminus of Biddle Road at Airport Road and the eastern terminus of Head Road at Hamrick Road in Jackson County (see Map 1). The proposed road would be a four-lane facility, as Biddle Road is at present.

The project area is located in the center of Bear Creek Valley at the northwestern city limits of Medford in sections 56 and 57, T. 37 S., R. 2 W., Willamette Meridian. Bear Creek Valley is the broadest valley in the Rogue River drainage area, and is geographically rather uniquely situated. Two major mountain ranges border the valley: the Siskiyou Mountains to the south and southwest and the Cascade Mountains to the east. The Siskiyou Mountains form a barrier to moisture-laden clouds, which tend to come from that direction in the winter, placing Bear Creek Valley directly in a rain shadow. The Cascade Range shields the valley from the continental temperature extremes that occur just east of that range. The result is that Bear Creek Valley is the driest and warmest of all the interior valleys of western Oregon. Average annual temperature is 12.2 degrees C., with monthly averages ranging from 3.0 degrees C. in January to 22.3 degrees C. in July, and the average annual precipitation is only 497 millimeters (Franklin and Dyrness 1973:111).

The aboriginal vegetational regime of the project area is difficult to specify because of the modifications that have been made on the land by cultivation for pear orchards and grazing land. Even the aboriginal vegetational pattern may have been somewhat artificial, however, if the inhabitants periodically set fires in Bear Creek Valley as they did in the Willamette Valley (Johannessen 1971). Most likely the project area was located in a _Quercus_ Woodland zone, as defined by Franklin and Dyrness 1973:111). This zone is characterized by "Forest stands, groves, and savannahs dominated by the deciduous oaks, _Quercus_ _garryana_ [Oregon white oak] and _Quercus_ kelloggii [California Black Oak], and by the evergreen _Arbutus_ _menziesii_ [Madrone] . . ." (ibid.).

within the California Culture Area. The most important subsistence resources were acorns, salmon and camas, with other resources such as game, seeds, and berries rounding out the diet. People lived in semi-subterranean plank houses set in autonomous villages. Greatly influenced by the culture of the Lower Klamath River, high prestige was placed upon wealth, and the Takelma traded in slaves.

PREVIOUS ARCHAEOLOGICAL WORK IN INTERIOR SOUTHWESTERN OREGON

Of all the regions of Oregon, the prehistory of interior southwestern Oregon is one of the least understood, owing to the paucity of archaeological work carried out there, and the spotty nature of what has been done.

The first archaeological excavations in the region were by Dr. L. S. Cressman of the University of Oregon in 1931 and 1932 at the Gold Hill Burial Site, on the Rogue River near the town of Gold Hill (Cressman 1933a, 1933b). Cressman uncovered the remains of 39 burials, all prehistoric, and estimated the site had been used for a period of two millenia prior to historic times.

The next work in the Rogue River Valley was in 1959 when University of Oregon archaeologists excavated two sites in the reservoir area of Emigrant Dam, near Ashland. This limited work suggested a later occupation in that area (Newman 1959).

In 1963, Dr. Wilbur A. Davis, MNH, headed archaeological surveys of Crater Lake National Park and Oregon Caves National Monument (Davis 1964). Davis' party examined the headwaters of the Rogue River but discovered no sites on the survey. Because the Crater Lake area is blanketed with pumice that fell during the Mt. Mazama eruption, about 7,000 years ago, it was unlikely that evidence of pre-eruption occupation would be found, but the absence of evidence of post-eruption occupation is puzzling.

In 1965 and 1966, MNH archaeologists surveyed three areas of the Rogue River Drainage where dams were proposed: Applegate River, Lost Creek and Elk Creek. No sites were discovered in the reservoir area of the Applegate Dam, but many sites were found that would be affected by the Lost Creek and Elk Creek Dam projects (Cole 1966). Several of these sites were excavated by archaeologists from Oregon

RECOMMENDATIONS

Since no sites were discovered in areas to be affected by the project, there is no need to take action to mitigate the impact upon known sites. Because there is some potential that archaeological resources may occur in the area, it is possible that, during construction, sites may be exposed that unavoidably escaped notice during the survey. Such a circumstance is covered by Section 105.13, Standard Specification for Highway Construction (Oregon Transportation Commission 1974), which stipulates that archaeological finds uncovered furing construction be adequately recorded or preserved before they are destroyed. In order to implement this stipulation, the following recommendation is made:

In the event that archaeological remains are discovered during construction, notice should be given immediatly to the Museum of Natural History University of Oregon and reasonable time should be allowed to dispatch an archaeologist to the scene, if necessary, to determine the significance of the find.

BIBLIOGRAPHY

Berreman, Joel V.

1933 Tribal Distribution in Oregon. Master's Thesis, University of Oregon, Eugene. (Published in American Anthropological Association Memoirs, No. 47, 1937, Menasha).

Cole, D. L.

1966 Archaeological Survey of the Applegate Dam Reservoir, Lost Creek Dam Reservoir and Elk Creek Dam Reservoir. Part 1 and 2. MNH, Eugene.

Cressman, Luther S.

1933a Aboriginal Burials in Southwestern Oregon. American Anthropologist 35:1:116-130.

1933b Contributions to the Archeology of Oregon; Final Report on the Gold Hill Burial Site. Studies in Anthropology, Bulletin 1, University of Oregon, Eugene.

Davis, Wilbur A.

1964 Archaeological Surveys of Crater Lake National Park and Oregon Caves National Monument, Oregon. MNH, Eugene.

1968a Salvage Archaeology of the Elk Creek Dam Reservoir, Final Report. Oregon State University, Corvallis.

1968b Salvage Archaeology of the Lost Creek Dam Reservoir, Final Report. Oregon State University, Corvallis.

1970 Lost Creek Archaeology, 1968, Final Report. Oregon State University, Corvallis.

1974 Lost Creek Archaeology, 1972, Final Report. Oregon State University, Corvallis.

Franklin, Jerry F. and C. T. Dyrness

1973 Natural Vegetation of Oregon and Washington. USDA Forest Service General Technical Report PNW-8, Portland.

Johannessen, Carl L.

1971 The Vegetation of the Willamette Valley. Ann. Assoc. Am. Geogr. 61:2:286-302.

Johnson, Leroy

n.d. Field notes on investigations at the Saltsgaver Site (35 JA 15). On file, MNH, Eugene.

Newman, Thomas M.

1959 Final Report on Archaeological Salvage: Emmigrant Dam Reservoir--Rogue River Project, Oregon. Report of the Department of Anthropology, University of Oregon, to the National Park Service, Eugene.

Oregon Department of Transportation

1975 Final Environmental Impact Statement, Head Road-Airport Road Section, Biddle Road, FAS 15-107, Jackson County, Oregon. Salem.

Oregon Transportation Commission

1974 Standard Specifications for Highway Construction. Salem.

Sapir, Edward

1907a Notes on the Takelma Indians of Southwestern Oregon. American Anthropologist, n.s., 9:2:251-75.

1907b Religious Ideas of the Takelma Indians of Southwestern Oregon. Journal of American Folklore 20:33-49.

1909 Takelma Texts. University of Pennsylvania, The Museum Anthropological Publications 2:1.

Spencer, Robert F., Jesse D. Jennings, et al.

1965 The Native Americans. New York:Harper and Row.

~~PMB-6-2~~

April 26, 1976

TO: Mr. Glen L. Green
Oregon Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

RE: Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project RS-S-15-107(3) to add necessary prefix letter "S" to jointly finance this project with both Rural Secondary and Secondary to prevent balance of Secondary funds (Appn. Code 022) from lapse.

CL:sch

Enclosures

FAS 15-107, Jackson Co

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-15-107(3)

STATE PROJECT NO.
Head Rd-Airport Rd Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon
4-26-76

PROGRAM NO.

ITEM NO.
RS-S-86

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
APR 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/26/76

FEDERAL ROUTE NUMBER
Secondary Route 15-107

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County Road-Jct. of Head Road and Hamrick Road to Airport Road

GENERAL DESCRIPTION OF WORK:
All phases of Right of Way Acquisition including incidentals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change.

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/6/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's April 26 letter we approve the jointly financing of the subject project utilizing both Rural Secondary and Secondary funds. Our 2/9/76 form 1240 authorized you to proceed with the work at an estimated cost of $90,000 utilizing $70,300 of Rural Secondary funds. That is hereby revised to utilize $39,653.48 of Rural Secondary funds and $30,646.52 of Secondary funds maintaining total Federal funds at $70,300.

DATE
4/26/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973-831-855

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ION NO.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

W.O.

ER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	Co. Rd. Jct. Head and Hamrick Rds. to Airport Rd.		(1) 4,600 (2) 3,000	(1) 7,400 (2) 5,400	96	10	Oregon	41	075 022	86

F PROPOSED WORK (35 spaces)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
-of-Way Acquisition								RS-S-	15-107(3)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

ERAL FUNDS [1]: Rural Secondary and Secondary

COUNTY NAME: Jackson — CODE 029

N AREA

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Secondary	S	15-107	Co. Rd.	--

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	86	RS-15-107(3)	Co. Rd. Jct. of Head Rd. and Hamrick Rd. to Airport Rd. "Head Rd.-Airport Rd. Sec"	1.25	90,000	70,300	9,850 (Co.) 9,850	Right-of-way acquisition all phases incl. incidental costs.
					PROJECT TOTAL	1.25	90,000	70,300	19,700	
PE ROW CONST		RE-QUESTED REVISION Stage 2	86	RS-S-15-107(3)	Same as above	1.25	(90,000) 50,715.00	(70,300) 39,653.48	5,530.76 (Co.) 5,530.76	Right-of-way acquisition all phases incl. incidental costs.
					PROJECT TOTAL	1.25	50,715.00	39,653.48	11,061.52	

PR-9 has been submitted 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.

Budget Bureau No. 41-R2068; Approval Exp

U.S. DEPARTMEN
BUREAU O

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21.1 AND 22.1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Jct. Head and Hamrick Rds. to Airport Rd.	ADT	(1) 4,600 (2) 3,000	FUTURE (1) 7,400 (2) 5,400	YEAR 96	REGION 10	STATE NAME Oregon
								STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) Right-of-Way Acquisition	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) RS-S-	NUMBER-AGR. NO. 15-107(3)	
									COUNTY NAME Jackson		

CARD 4	CLASS OF FEDERAL FUNDS [1] Rural Secondary and Secondary		RTE NO. S	FEDERAL AID 15-107	STATE Co. Rd.
	NAME OF URBAN AREA	F.A. SYSTEM Secondary			

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	FL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARAC PROPOSE
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	86	RS-15-107(3)	Co. Rd. Jct. of Head Rd. and Hamrick Rd. to Airport Rd. "Head Rd.-Airport Rd. Sec"	1.25	90,000	70,300	9,850 (Co.) 9,850	Right-of-way all phase incidenta
										PROJECT TOTAL	1.25	90,000	70,300	19,700	
5					PE ROW CONST		REQUESTED REVISION Stage 2	86	RS-S-15-107(3)	Same as above	1.25	(90,000) 50,715.00	(70,300) 39,653.48	5,530.76 (Co.) 5,530.76	Right- sition incl. i
										PROJECT TOTAL	1.25	50,715.00	39,653.48	11,061.52	

CARD 1 A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21.1 AND 22.1)

FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

TION NO.

O W.O.

BER (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

		FOR MISCELLANEOUS FUNDS ONLY							PROJECT NUMBER		I PROJECTS ONLY	
OF PROPOSED WORK (35 spaces) 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. NO. (24) (26)	DESIG. 27

DERAL FUNDS [1]

COUNTY NAME

CODE 14 16

AN AREA

F.A. SYSTEM

RTE NO.

FEDERAL AID STATE (32) (36) U.S. (37) (41)

COUNT	WORK CL 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	PROJECT COST FEDERAL FUNDS (67) (76)	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
		PE ROW CONST		Requested Revision Stage 2	1132	S-RS15-107(3)	Co. Rd. Jct. of Head Rd. and Hamrick Rd. to Airport Rd. "Head Rd.-Airport Rd. Sec	1.25	(90,000) 39,285.00	(70,300) 30,646.52	4,319.24 (Co.) 4,319.24	Right-of-way acquisition all phases incl. incidental costs.
							PROJECT TOTAL	1.25	39,285.00	30,646.52	8,638.48	
		PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
							PROJECT TOTAL					

or PR-9 has been submitted Yes ☐
st 7 days.
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

REASON FOR CHANGE:

To jointly fund this project utilizing balance of Secondary funds Appn. Code 022 to prevent lapse.

plitting into two or more projects. Prepare a form PR-1 for all
ts resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
APPROVAL: February 9, 1976	DATE April 23, 1976	DATE	DATE
March 22, 1976	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER Project Management Engineer	TITLE	TITLE

s transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40003-P61

Budget Bureau No. 41-R2058; Approv

U.S. DEPART
BUREAU

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	(18) (20)	21 65			(66) (70)	(71) (72)	(74) (75)		(2) (3

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
			FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3	28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 23	7 13

CARD				
	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME	
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID STATE (32) (36)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK		STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST			CHARA PROPOS
				CL	TYPE							TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1	(14&15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Requested Revision Stage 2	1132	S-RS15-107(3)	Co. Rd. Jct. of Head Rd. and Hamrick Rd. to Airport Rd. "Head Rd.-Airport Rd. Sec.	1.25	(90,000) 39,285.00	(70,300) 30,646.52	4,319.24 (Co.) 4,319.24	Right-of-way all phases in costs.
										PROJECT TOTAL	1.25	39,285.00	30,646.52	8,638.48	
5					PE ROW CONST		REQUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To jointly fund this project utilizing balance of Secondary funds Appn. Code 022 to prevent lapse.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
February 9, 1976	DATE April 23, 1976	DATE	DATE
OTHER: March 22, 1976	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 23, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Jct. Head Rd. and Hamrick Rd. to Airport Rd.		(1) 4,600 (2) 3,000	(1) 7,400 (2) 5,400	96	10	Oregon	41	022	1132

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Way Acquisition								S-RS-	15-107(3)			

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Jackson	029	☐ 1 OR ☒ 2

REA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
--	S	15-107	Co. Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								Right-of-way acquisition all phases incl. incidental costs
ROW		"Head Rd.-Airport Rd. Section	1.25	(90,000) 39,285.00	(70,300) 30,646.52	4,319.28	4,319.28 (Co.)	(Future 68 ft. curbed section. Four 12 ft. lanes HT pave, 16 ft. median and 2 ft. curbed offset.)
CONST (CODE)								ROW - 80 ft. min. Access control - partial Parking restrictions complete
RED BY C.L.		PROJECT TOTALS	1.25	39,285.00	30,646.52	4,319.28	4,319.28 (Co.)	

AM APPROVAL DATES

REMARKS

ADT
(1) Hamrick Rd. to Table Rock Rd.
(2) Table Rock Rd. to Airport Rd.

Additional Data: Item RS-55
Project No. RS-15-107(2)

- Over -

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 23, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Jct. Head Rd. and Hamrick Rd. to Airport Rd.	**ADT**	PRESENT (1) 4,600 (2) 3,000	FUTURE (1) 7,400 (2) 5,400	YEAR 96	REGION 10	STATE NAME Cregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S-RS-	NUMBER 15-107(3)	SEQ. NO.

CARD 4	CLASS OF FEDERAL FUNDS Secondary		COUNTY NAME Jackson			CODE 029	
	NAME OF URBAN AREA --	ROUTE NO. S	FEDERAL-AID 15-107	STATE Co. Rd.	U.S. --		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					**PE**								Right- sition incl.
5					**ROW**		"Head Rd.-Airport Rd. Section	1.25	(90,000) 39,285.00	(70,300) 30,646.52	4,319.28	4,319.28 (Co.)	(Futur sectio lanes median curbed
5					**CONST** (CODE)								ROW - Access part Parkin comp
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	1.25	39,285.00	30,646.52	4,319.28	4,319.28 (Co.)	

1	14	PROGRAM APPROVAL DATES

REMARKS

ADT
(1) Hamrick Rd. to Table Rock Rd.
(2) Table Rock Rd. to Airport Rd.

Additional Data: Item RS-5
Project No. RS-15-107(2)

Head Rd.-Airport Rd. Section
Project No. S-RS-15-107(3)

Project Data: Work under this project consists of the acquisition of right-of-way including incidental costs required for the future construction, on new alignment, of a 68-foot high-type paved curbed section providing four 12-foot travel lanes, 16-foot median and 2-foot curb offsets.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: The Medford-Jackson County Airport is adjacent to the east side of the project.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated April 15, 1971 and April 26, 1971 respectively.

FHPM 7-7-2 Requirements: The Final Environmental Impact Statement was accepted by FHWA REgional Administrator on December 30, 1975. FHWA memo of January 9 stated the project can be advanced in the normal manner effective January 29, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Corridor/Design on March 11, 1975.
(b) Location/Design--Will be granted in accordance with the provisions of the approved Secondary Road Plan.

Data for PR-37: No relocation involved.

Note:

(1) This project is in Congressional District No. 4.
(2) This project is jointly financed to utilize secondary funds Appn. Code 022 which are due to lapse.

Rulien
PRO 6
Fas 15-107
Jackson Co

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 3, 1976

Mr. William J. Gaddis
Deputy Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This will acknowledge your letter of February 23, 1976, and the receipt of Check No. 012638 dated February 25, 1976, in the amount of $9,900.00 as an advance deposit for right-of-way acquisition on the Head Road-Airport Road section of the Biddle Road FAS-C project.

You confirm in your letter that the existing right-of-way agreement between the state and county is adequate and still in effect.

By a copy of this letter your check is being forwarded to Mr. V. E. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
V. E. Skoog
Virgil Wilson
George Thornton
Earl Purdy

PROJECT MANAGEMENT
MAR - 8 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

Rulien
CON 5
fas 15-107
Jackson Co

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 13, 1976

Mr. William J. Gaddis
Deputy Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This is to advise that this office was advised that effective February 6, 1976, the Federal Highway Administration has approved the right-of-way phase for your FAS-C project Head Road-Airport Road section of Biddle Road in Jackson County.

An existing agreement dated April 12, ~~1975~~, outlines that the county was to fund the right-of-way and the state was to acquire. Now that federal funds are involved, we would like you to write a letter of understanding stating that the agreement is adequate and still in effect and due to the change in funding that you are forwarding an advance deposit of 11% ($9,900) of the estimated right-of-way cost.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
J. B. Boyd
Virgil Wilson
George Thornton
Earl Purdy

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT

FEB 18 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

8481 2-9-76 P

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: RS-15-107(3)

STATE PROJECT NO.: Head Road-Airport Road

COUNTY NAME: Jackson

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-86

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
Salem, Oregon
State of Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO Rulien
FOR

DATE FS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2-6-76

FEDERAL ROUTE NUMBER: Secondary Route 15-107

STATE ROUTE NUMBER: County Road

GENERAL LOCATION: County Road - Jct. of Head Road and Hamrick Road to Airport Road

GENERAL DESCRIPTION OF WORK: All phases of right of way acquisition including incidentals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-6-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-30-76 letter you are authorized to proceed with the work as shown above at a total estimated cost of $90,000 - Federal funds $70,300.

DATE: 2-9-76

SIGNATURE OF APPROVING OFFICIAL: G K Hossner

TITLE: f Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2-6-76
BY (Signature): L. W. Rulien's letter of 1-30-76
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
86	RS-15-107(3)	1.25	90,000	$70,300	Head Road-Airport Road Section Jackson County	Acquisition of right of way

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO Rulien
FOR
[illegible]	Invest	R/D	D/R	Sign	Act	File
						✓

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
2-6-76	G. K. Hossner for L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd.	ADT	PRESENT 1-4,600 2-3,000	FUTURE 1,7400 2-5400	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 8C

ROPOSED WORK (35 typewriter of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- NUMBER 15-107 SEQ. NO. (3)	I. Projects Only POST MI. DESIG.

L FUNDS Rural Secondary

COUNTY NAME Jackson CODE 029

AREA ----

ROUTE NO. S FEDERAL-AID 15-107 STATE Co. Rd. U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.						Right of way acquisition all phases incl. incidental costs.
	ROW			1.25	90,000	70,300	9,850	9,850 (Co.)	(Future 68' curbed section consisting of 4-12' lanes, 16' median and 2' curb offset.)
	CONST (CODE)		"Head Rd.-Airport Rd. Section"						ROW - 80' min; Access control-partial; Parking restrictions-complete.
ARED BY		CL	PROJECT TOTALS	1.25	90,000	70,300	9,850	9,850 (Co.)	

RECEIVED
COUNTY & CITY SECTION
FEB [illegible] 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RAM APPROVAL DATES

B 9 1976

OREGON DIVISION

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

REMARKS

Additional data: Item RS-55;
Project No. RS-15-107(2)

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd.	**ADT**	PRESENT 1-4,600 2-3,000	FUTURE 1,7400 2-5400	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- NUMBER 15-107	SEQ. NO. (3)
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson	CODE 029							
	NAME OF URBAN AREA ----	ROUTE NO. S	FEDERAL-AID 15-107	STATE Co. Rd.	U.S. ----					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53	Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.	(54) (58)	(59) (66)	(67) (78)			
5					**PE**								Right acqu phase denta
5					**ROW**			1.25	90,000	70,300	9,850	9,850 (Co.)	(Futu sect of 4- media offse
5					**CONST** (CODE)		"Head Rd.-Airport Rd. Section"						ROW Acces tial Park comp

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	1.25	90,000	70,300	9,850	9,850 (Co.)

1 | 14 | PROGRAM APPROVAL DATES

FEB 9 1976

FHWA OREGON DIVISION

REMARKS

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

Additional data: Item RS-55;
Project No. RS-15-107(2)

RECEIVED
COUNTY & CITY SECTION
FEB 1[illegible] 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

HEAD RD.-AIRPORT RD. SECTION

PROJECT NO. RS-15-107(3)

Project Data: Work under this project consists of the acquisition of right-of-way including incidental costs required for the future construction, on new alignment, of a 68-foot high-type paved curbed section providing four 12-foot travel lanes, 16-foot median and 2-foot curb offsets.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: The Medford-Jackson County Airport is adjacent to the east side of the project.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated April 15, 1971 and April 26, 1971 respectively.

FHPM 7-7-2 Requirements: The Final Environmental Impact Statement was accepted by FHWA Regional Administrator on December 30, 1975. FHWA memo of January 9, stated the project can be advanced in the normal manner effective January 29, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Corridor/design on March 11, 1975.
(b) Location/Design--Will be granted in accordance with the provisions of the approved Secondary Road Plan.

Data for PR-37: No relocation involved.

Note: This project is in Congressional District No. 4.

8481

PRO 6-2

January 30, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PMRS No.
86	RS-15-107(3)	Head Rd.-Airport Rd. Section #71.0106

EL:cml

Encl.

cc: D. E. Swan(2)

8481

PRO 6-2

January 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-15-107(3)

We are submitting program data for one project, Item No. 86, Project No. RS-15-107(3), "Head Rd.-Airport Rd. Section" which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We further request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition including incidentals at an estimated total cost of $90,000 with an obligation of $70,300 in federal funds.

Assurances regarding comparable replacement housing is not required on the project since no relocation or displacement will be involved.

One copy each of the State Clearinghouse and District 8 Clearinghouse A-95 review approval letters were previously submitted.

CL:md

Encl.

cc: J. R. Oakes
Frank Lowe

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd.		1-4,600 2-3,000	1,7400 2-5400	96	10	Oregon	41	075	86

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. / DESIG.
of-Way Acquisition								RS-	15-107	(3)	

AL FUNDS: Rural Secondary

COUNTY NAME: Jackson

CODE: 029

PROGRAM STAGE: ☐ 1 OR ☒ 2

AREA: ----

ROUTE NO. S

FEDERAL-AID: 15-107

STATE: Co. Rd.

U.S.: ----

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.						Right of way acquisition all phases incl. incidental costs.
	ROW			1.25	90,000	70,300	9,850	9,850 (Co.)	(Future 68' curbed section consisting of 4-12' lanes, 16' median and 2' curb offset.)
	CONST (CODE)		"Head Rd.-Airport Rd. Section"						ROW - 80' min; Access control-partial; Parking restrictions-complete.
ARED BY	CL		PROJECT TOTALS	1.25	90,000	70,300	9,850	9,850 (Co.)	

GRAM APPROVAL DATES

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

REMARKS

Additional data: Item RS-55;
Project No. RS-15-107(2)

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

January 30, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd.	ADT	PRESENT 1-4,600 2-3,000	FUTURE 1,7400 2-5400	YEAR 96	REGION 10	STATE NAME Oregon

STA COD 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 15-107

SEQ. N (3)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson	CODE 029
	NAME OF URBAN AREA ----	ROUTE NO. S FEDERAL-AID 15-107 STATE Co. Rd. U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
5					**PE**		Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.					
5					**ROW**			1.25	90,000	70,300	9,850	9,850 (Co.)
5					**CONST** (CODE)		"Head Rd.-Airport Rd. Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.25	90,000	70,300	9,850	9,850 (Co.)

1 | 14 | PROGRAM APPROVAL DATES

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

REMARKS

Additional data: Item RS-55;
Project No. RS-15-107(2)

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HEAD RD.-AIRPORT RD. SECTION

PROJECT NO. RS-15-107(3)

Project Data: Work under this project consists of the acquisition of right-of-way including incidental costs required for the future construction, on new alignment, of a 68-foot high-type paved curbed section providing four 12-foot travel lanes, 16-foot median and 2-foot curb offsets.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: The Medford-Jackson County Airport is adjacent to the east side of the project.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated April 15, 1971 and April 26, 1971 respectively.

FHPM 7-7-2 Requirements: The Final Environmental Impact Statement was accepted by FHWA Regional Administrator on December 30, 1975. FHWA memo of January 9, stated the project can be advanced in the normal manner effective January 29, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Corridor/design on March 11, 1975.
(b) Location/Design--Will be granted in accordance with the provisions of the approved Secondary Road Plan.

Data for PR-37: No relocation involved.

Note: This project is in Congressional District No. 4.

File + FAS 15-107
Jackson Co
(X-Ref'd OSR)

MEMORANDUM TO THE FILES

DATE: January 30, 1976

FROM: D. N. Harwell
County-City Engineer

RE: Jackson County

Thursday, January 15, 1976, I met with Jackson County Assistant Public Works Director, Mr. Bill Gaddis. We discussed the Agate Road Bridge which is an Off-System project. Mr. Gaddis expressed his appreciation for those changes and modifications that were made relative to the design, cost estimates, etc., on this particular project, and was very appreciative we had designed this structure to compensate for the width desired for their future widening of the road adjacent to the structure. He thought this particular design could be used in the future on many of their facilities and related facilities throughout the state. We was very complimentary to our bridge design people, and did again, as I say, appreciate the effort put forth by State Highway personnel.

FAS 15-107

Another matter discussed was that of the Head Road-Airport Road FAS-C project regarding a supplemental request that the state acquire any rights-of-way needed for this project. Previous estimates show some $50,000 needed for this right-of-way acquisition which has since been updated to some $90,000. County had anticipated acquiring this right-of-way with 100 percent funds, and now they have determined that for $90,000 they had best attempt to get this program with federal aid. The request has since come directly to Region 3, submitted directly to our Region Right-of-Way people, further submitted to Salem Right-of-Way, and now is, or will be in the very near future, in the hands of Buz Swan, our Programming Engineer, who will submit it to FHWA for review, consideration and possible approval.

Mr. Gaddis asked that status of the highway classification, and I told him it was on its way to the Transportation Commission and FHWA for final approvals, after which we would be back to the counties with those maps showing the revised system; and at that time, if they had any concerns or individual questions, they should contact our people who would discuss with them future funding capability of any streets or roads affected by the classification.

DNH:sch

cc: Region 3

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 15-107
Jackson Co.

Salem
January 30, 1976

Robert H. Prange
Rural Engineer

Right-of-Way
Head Rd.-Airport Rd. Section
Biddle Rd., FAS 15-107

Mr. Glen Clark
Region 3 Federal Aid Engineer

We have received Jackson County's letter of intent to reserve additional FAS funds for increased estimated project costs and for right-of-way acquisition, on the Head Rd.-Airport Rd. Section of FAS 15-107. It is not necessary for either of these funding increases to go to the Transportation Commission for approval.

The increased project cost estimate is a normal occurence as construction items are added or improved and costs of labor and materials rise; however some projects, such as this one, increase more than others. No further action is required to increase funding to provide for additional costs as long as the County is fully aware of what those increases will be and can come up with the additional match money when it is due.

A request has been made to Buzz Swan's shop to program $90,000 for right-of-way acquisition. This should cover the cost of the land plus administrative and incidental costs. We have also reviewed the right-of-way agreement between Jackson County and the State and found it to be quite adequate except there is no provision for the County to pay an advance deposit in the event that federal participation is sought. So will you please get a letter of understanding from Jackson County acknowledging that the agreement dated April 12, 1975 is adequate and still in effect and that since Federal participation is being requested the County will pay an advance deposit of $9,900 (11% of $90,000) as its share of the right-of-way project.

RHP:dp

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Fas 15-107
Jackson Co
6563

LRW RSB 1-21-76 28 11-45 AM

GEORGE HOPKINS, PROJECT MANAGEMENT SECTION

REGION RIGHT-OF-WAY SECTION HAS MADE PRELIMINARH COST ESTIMATE FOR HEAD ROAD-AIRPORT ROAD FAS-C PROJECT IN JACKSON COUNTY. THE ESTIMATE IS $74,295 AND INVOLVES NO RELOCATION.⅜.697 ARE CONSIDERING AN AMENDED APPLICATION NROM COUNTY FOR FEERXXX FEDERAL-AID FOR THVS ACQUISITION.

GLEN CLARK

DT¾4.

PROJECT MANAGEMENT

JAN 22 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
COUNTY & CITY SECTION
JAN 22 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Rulien

FAS 15-107
Jackson Co

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
January 21, 1976

FROM: Virgil Wilson By RW
Right of Way Supervisor

Virgil Wilson

SUBJECT: Section: Head Road-Airport Road
Highway: Biddle Road
County: Jackson

TO: Alfred Shirley, Jr.
Regional Engineer

In accordance with your letter of January 19, 1976, there is attached hereto an estimate of the right of way cost for the nineteen files involved in subject section.

VW/RW/ld
Attachments

cc J. B. Boyd
Bill Gaddis

Dee – copy please
To Rulien. and [illegible]
Glen

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
JAN 28 '76
REFER TO R
FOR
Info Investigate R/D Action File Letter See me

RG REGION
EIVED
2 8 1976
FILE

Section: Head Road-Airport Road
Highway: Biddle Road (County Rd.)
Coun[illegible] Jackson

Programming Estimate of Right of Way Cost

File Number	Land	Damage	Improvements	Total
48455-B	$ 150	$ -	$F 150	$ 300
48455-C	325	-	F 300	625
48455-A	1,500	-	-	1,500
48455-D	400	1,000	-	1,400
48455-E	900	3,000	-	3,500
48455-F	500	3,000	F 80	3,580
48455-G	600	1,000	F 190	1,790
48455-H	1,000	3,000	B 800	4,800
48455-I	17,000	-	-	17,000
48455-J	100	-	-	100
48455-K	300	-	-	300
48455-L	300	-	-	300
48455-M	3,000	4,000	F 600	7,600
48455-N	2,000	-	F 600	2,600
48455-O	2,500	2,500	F 300	5,300
48455-P	3,000	-	-	3,000
48455-Q	7,500	-	-	7,500
48455-R	1,200	-	-	1,200
48455-S	11,900	-	-	11,900
			Total Without Contingencies	$74,295

The above estimate assumes that the well house on file 48455-H will be removed and that the well will continue to be used by the owner.

There is no demolition, salvage, moving costs or relocation on this project.

F. M. North

F. M. North
Liaison Agent

FAS 15-107
Jackson Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 19, 1976

TO L. W. Rulien
Project Management Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Programing
Head Rd.-Airport Rd. Section
Biddle Rd. (County Road)
Jackson County

Jackson County has asked us to handle the right-of-way acquisition for this project. They have also requested that the right-of-way be programed with the Federal Highway Administration. This right-of-way is estimated at $90,000 and does not involve any relocation.

A relocation report is not required.

JRO:ha
cc Frank Lowe
Bob Poggione

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

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PROJECT MANAGEMENT
JAN 20 '76
REFER TO Gus - Bug
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FOR

Info	Investigate	R/D	Action	File	Letter	See me

Rulien
PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 19, 1976

Mr. William J. Gaddis
Deputy Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This will acknowledge your letter of January 15, 1976, transmitting a supplemental FAS-C project application for the Head Road-Airport Road section of Biddle Road in Jackson County.

This supplement asks for federal-aid funds for right-of-way acquisition.

By a copy of this letter I am asking Mr. Virgil Wilson, Regional Right-of-way Supervisor, to prepare an estimate of cost of the needed right-of-way for this project. This estimate will be used for fund programming with FHWA if a right-of-way phase is approved for federal funding.

Your application is being forwarded to the Project Management Section for review and consideration. The current right-of-way agreement will remain valid even if the funding change is approved.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Virgil Wilson
George Thornton
Earl Purdy

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JAN 20 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me
/						

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

January 15, 1976

Mr. Alfred Shirley
Regional Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Attn: Mr. Glen Clark
Regional F.A. Engineer

Re: Supplemental FAS-C Request
for R/W Acquisition.
Biddle Road Extension,
FAS 15-107 Jackson County.

Dear Mr. Clark:

We are submitting herewith a supplemental FAS-C Project Request for funds to acquire right-of-way for the Head Road - Airport Road section of Biddle Road, FAS 15-107.

This request, if approved, will not affect the Right-of-Way Services Agreement between the County and the State, which was approved on April 15, 1975.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By:
Wm. J. Gaddis
Deputy Director

WJG/pb

Enclosure

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

[illegible]
Highway: Biddle Road (County Rd.)
County: Jackson

Programming Estimate of Right of Way Cost

File Number	Land	Damage	Improvements	Total
48455-B	$ 150	$ -	$F 150	$ 300
48455-C	325	-	F 300	625
48455-A	1,500	-	-	1,500
48455-D	400	1,000	-	1,400
48455-E	900	3,000	-	3,900
48455-F	500	3,000	F 80	3,580
48455-G	600	1,000	F 190	1,790
48455-H	1,000	3,000	B 800	4,800
48455-I	17,000	-	-	17,000
48455-J	100	-	-	100
48455-K	300	-	-	300
48455-L	300	-	-	300
48455-M	3,000	4,000	F 600	7,600
48455-N	2,000	-	F 600	2,600
48455-O	2,500	2,500	F 300	5,300
48455-P	3,000	-	-	3,000
48455-Q	7,500	-	-	7,500
48455-R	1,200	-	-	1,200
48455-S	11,900	-	-	11,900
			Total Without Contingencies	$74,695

The above estimate assumes that the well house on file 48455-H will be removed and that the well will continue to be used by the owner.

There is no demolition, salvage, moving costs or relocation on this project.

F. M. North

F. M. North
Liaison Agent

8481

7

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308 6

DATE: January 9, 197~~5~~6

In reply refer to: 1041EC.3

SUBJECT: Oregon Project RS-15-107(2)
Head Road-Airport Road
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Distribution of the Final Environmental Impact Statement for the subject project in accordance with 23 CFR 771 on December 30, 1975 is acknowledged.

This project may be advanced in the normal manner on January 29, 1976.

for CRBurghardt
G. L. Green

cc:
OSHD (Potter)
OSHD (CLaux)

RECEIVED
JAN 12 1976
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
JAN 12 '76
REFER TO
Rulien
FOR

Info	Invcs	R/D	D/R	Sign	Act	File
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R. L. SCHROEDER

Rulien

fas 15-107
Jackson Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 7, 1976

FILE: LOC 17

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Airport Road-Head Road Section
Biddle Road - Jackson County
FAS-C Project

Virgil Wilson had some questions regarding the status of the subject project. The county had asked that we start right-of-way acquisition. A status check was made with Project Management.

The estimate (state accomplishing the PE with state half of FAS funds) now has risen from $800,000 to $1.47 million and the county does not have the difference in FAS-C funds. They are ranked No. 30 on the new Association of Oregon Counties' fund-borrowing plan.

Mr. Oakes of the Right-of-Way Section requested that Mr. Virgil Wilson contact the county and determine if they wished federal aid for R/W acquisition. If not, then in 30 days after the now approved EIS, we could proceed to purchase.

Then with next year's FAS-C allocation of funds, the county could support a $1.2+ million construction project.

The county advised that they intended to use their own funds for R/W acquisition.

GLC/dt

cc: L. W. Rulien
George Thornton
Earl Purdy
Virgil Wilson

PROJECT MANAGEMENT
JAN 9 '76
REFER TO
Geo R
Info | Investigate | R/D | Action | File

RECEIVED
COUNTY & CITY SECTION
JAN 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

8481 Head Rd.-Airport Rd. Sec.
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(Grading, paving, signing & si

8481 Head Rd.-Airport Rd. Sec. 1977
N. of Medford
(Grading, paving, signing & signals)#1

C & A 5770 8-9-76
C & A 5945 11-29-76

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12

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732
Leslie Lehmann, Coordinator

PROJECT ACKNOWLEDGEMENT

APPLICANT: State Highway Division
PROJECT TITLE: Head Road-Airport Road Section
DATE RECEIVED: December 31, 1975
PNRS #: 7512 4 1210

Your project has been assigned the file title and number that appear above. Use this reference in all future correspondence regarding this project.

- ☐ Initial 30-day State Clearinghouse review of your Notice of Intent began on the above date.
- ☐ The 30-day State Clearinghouse review of your final application began on the above date.
- ☐ Initial 30-day State Clearinghouse review of this HUD Housing project began on the above date.
- ☐ Initial 30-day State Clearinghouse review of your Direct Federal Development project began on the above date.
- ☑ The 30-day State Clearinghouse review of your final Environmental Impact Statement began on the above date.
- ☐ Initial 45-day State Clearinghouse review of your draft Environmental Impact Statement began on the above date.
- ☐ The 45-day State Clearinghouse review of your State Plan/Amendment began on the above date.

Original to Julian 1-5-75

If you have questions or need assistance, contact the State Clearinghouse at the above address and telephone number.

RECEIVED

8481

December 30, 1975

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Head Road-Airport Road Section in Jackson County, Oregon has been adopted by the Federal Highway Administration and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the President's Council on Environmental Quality, 722 Jackson Place, N.W., Washington, D.C. 20006 no later than February 3, 1976. This office would appreciate a copy of your comments.

Sincerely,

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

RLS:GAP:sz

bc: F. B. Klaboe
E. S. Hunter
Glen L. Green-FHWA
Gary A. Potter
L. W. Rulien
J. H. Versteeg
Alfred Shirley, Jr.

The following received copies of R. L. Schroeder's December 30, 1975 letter and copies of Head Road-Airport Road FEIS.

Ernest E. Sligh, Director (5)
Environmental Impact Division
Office of Environmental Programs
Federal Energy Administration
New Post Office Building
12th & Pennsylvania Avenues NW
Washington, D.C. 20461

Mr. Bruce Blanchard, Director (9)
Office of Environmental Project Review
U.S. Department of the Interior
18th and "C" Streets, NW
Washington, D.C. 20242

James W. Mitchell
State Conservationist
U.S. Department of Agriculture
Soil Conservation Service
1218 S.W. Washington Street
Portland, OR 97205

L. J. Stein
Chief, Engineering Division
Department of the Army
Portland District
Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs
U.S. Department of Commerce
Main Commerce Building
Washington, D.C. 20230

Clifford T. Safranski
Environmental Clearance Officer
Department of Housing and
Urban Development
Portland Area Office
520 S.W. Sixth Avenue
Cascade Building
Portland, OR 97204

George L. Buley
Federal Aviation Administration
Department of Transportation
Northwest Region
FAA Building, Boeing Field
Seattle, WA 98108

S. S. Beckwith
Captain, U.S. Coast Guard
Chief, Marine Safety Division
Thirteenth Coast Guard District
618 Second Avenue
Seattle, WA 98104

Walter D. Jaspers, Director
Office of Federal Affairs
U.S. Environmental Protection Agency
Region X
1200 Sixth Avenue
Seattle, WA 98101

Executive Department (6)
Local Government Relations Division
240 Cottage Street SE
Salem, OR 97310

Jim A. McBee, Mayor
City of Entral Point
250 E. Pine Street
Central Point, OR 97501

Richard A. Ullian, Manager
Building and Planning Division
City of Medford
Medford, OR 97501

Neil J. Bedward, Director
Parks and Recreation
Jackson County
Courthouse
Medford, OR 97501

Dorothy Simpson, Chairman
Jackson County Planning Commission
Courthouse
Medford, OR 97501

Robert L. Lee, Manager
Medford Water Commission
411 West 8th Street
Medford, OR 97501

Rogue Valley Council of Governments
33 North Central, Room 310
Medford, OR 97501

Jackson County Public Library
413 W. Main Street
Medford, OR 97501

Medford Chamber of Commerce
304 S. Central
Medford, OR 97501

Southern Oregon College
Regional Development Center
Ashland, OR 97520

Oregon State Library (2)
State Library Building
Salem, OR 97301

Oregon State University
Library
Corvallis, OR 97331

Airport Commission
Jackson County Courthouse
Medford, OR 97501

In House Distribution:

R. L. Schroeder	1
Victor D. Wolfe	3
J. H. Versteeg	4
Bruce Boyd	2
C. T. Keasey	2
W. J. Hart	2
Gary Sund	2
R. E. Royer	2
Al Shirley, Jr.	1
Eb Engelmann	2

8481

73

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 24, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project RS-15-107(2)
Head Road-Airport Road Section
Final Environmental Impact Statement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The final EIS was accepted by our Regional Administrator on December 20, 1975 and forwarded to CEQ on the same date.

Please make copies of this final statement available as required by FHPM 7-7-2 and advise this office of such notice of availability so that date of project advancement can be established.

The original signed copy of the Title Sheet has been forwarded direct to your Environmental Section for immediate processing.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 26 '75
REFER TO
Quinn
FOR
Info | Inves | R:D | D:R | Sig | Act | File

cy Schroeder
12-29-75

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FHWA-OR-EIS-74-06-F

12-20-75

P

HEAD ROAD-AIRPORT ROAD SECTION
Biddle Road, FAS 15-107
Jackson County, Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c) and
23 U.S.C. 128(a).

11/12/75 R. L. Schroeder
Date Assistant State Highway Engineer

12/20/75 Richard C. Cowdery
Date Regional Federal Highway Administrator

#8481

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 19, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Head Road-Airport Road Section
FAS 15-107
Jackson County

TO: MEMORANDUM TO THE FILES

A plans in hand review was held in the field on the above named section.

Regarding the temporary protection and direction of traffic Resident Engineer, Bill Maude, requested that flagmen be used with the lane closure at Station 32± to Station 44+50. Also two sets of ground mounted construction signs through this same area. Referred to Bill Beard.

Utility poles as shown on the plans did not seem to agree with the existing in the field. Referred to Gary Kennen for field check.

Existing private irrigation pipe, Station 67+80± and Station 76±, to be resolved during right of way negotiations by the County.

1 Versteeg ✓
A. Olson ✓
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

LKW:jh
cc J. X. Wilson
C. G. Swenson
Earl Purdy
Wm. Maude
Dick Schimelfengy, FHWA
Norman Mann
Bill Beard
Gary Kennen

FINAL
ENVIRONMENTAL IMPACT STATEMENT

HEAD ROAD - AIRPORT ROAD SECTION

BIDDLE ROAD, FAS 15-107

JACKSON COUNTY
OREGON

TABLE OF CONTENTS

Section Page

SUMMARY i

DESCRIPTION AND PURPOSE OF PROPOSAL. 1
    Proposed Project 1
    Purpose of Proposal 2

ALTERNATIVES 5

EXISTING ENVIRONMENTAL SETTING 7
    Description of Physical Features. 7
    Description of Cultural Features. 8
        Land Use 8
        Economics. 10
        Medford-Jackson County Airport 14
        Historic Properties and Public Lands 14
        Traffic in the Project Area. 15
        Noise. 16
        Air Quality. 17

PROBABLE IMPACTS OF PROJECT ON ENVIRONMENT 19
    Natural Environment 19
    Cultural Environment. 19
        Land Use and Economics 19
        Medford-Jackson County Airport 24
        Traffic Projections. 25
        Noise. 26
        Air Quality. 27
        Utilities and Services 30
        Safety 30

SUMMARY OF CONCERNS. 31
    Probable Adverse Environmental Impacts. 31
    Relationship Between Short-Term Use and Long-Term Productivity. 32
    Irreversible and Irretrievable Commitments of Resources. 33
    Steps Taken to Minimize Harm. 34

CONSIDERATION AND DISCUSSION OF COMMENTS 36

REFERENCES CITED AND SELECTED BIBLIOGRAPHY 51

APPENDIX A: Letter from State Historic Preservation Office

APPENDIX B: Letters from Respondents on the Draft Environmental Impact Statement

APPENDIX C: Methodology of Noise Studies

APPENDIX D: Land-use Data

APPENDIX E: Traffic Volume Projections

LIST OF TABLES

Table	Title	Page
1	Employment and Payroll in Jackson County	11
2	1970 Value of Agricultural Production, Jackson County	12
3	1971 Aviation Operations By Type: Medford-Jackson County Airport	14
4	Summary of Total Emissions	28
5	Noise Levels	C-1
6	Sound Measurement Summary--Head Road/Airport Road	C-2
7	Summary of Traffic Data Used in Sound Analysis	C-3
8	Summary of Federal Highway Noise Guidelines	C-4
9	Population, Housing and Land Use in the Three Study Areas	D-1
10	Traffic Volume Projections	E-1

LIST OF FIGURES

Figures	Title	On or Following Page Number
Fig. 1	Regional Location Map	1
Fig. 2	Alignment Map	1
Fig. 3	Typical Section	1
Fig. 4	Existing Generalized Land Use	8
Fig. 5	Future Airport Development	9
Fig. 6	Projected Traffic	15
Fig. 7	The Three Study Areas	19
Fig. 8	Residences Affected by Project	21
Fig. 9	Proposed Generalized Land Use	22
Fig. 10	Existing Generalized Zoning	22
Fig. 11	Sound Impacts	26
Fig. 12	Sound Perception Criteria	C-4
Fig. 13	Traffic Patterns Before and After Construction	E-2
Fig. 14	1994 Traffic Projections for Build and No-Build Alternatives	E-2

HEAD ROAD-AIRPORT ROAD SECTION
BIDDLE ROAD, FAS 15-107
JACKSON COUNTY, OREGON

Final

Environmental Impact Statement

1. Federal Highway Administration Administrative Action--Environmental Statement.

   ( ) Draft
   (XX) Final
   ( ) Section 4(f) Statement attached

2. The individuals listed below may be contacted for additional information concerning the proposed action and the contents of this document.

   Mr. Glen L. Green
   Division Engineer
   Federal Highway Administration
   Post Office Box 300
   Salem, Oregon 97308
   Telephone: 378-3832

   Mr. Alfred Shirley
   Regional Engineer
   Oregon State Highway Division
   1523 S.E. Cobb Street
   Roseburg, Oregon 97470
   Telephone: 672-5541

   Mr. Gary A. Potter
   Manager, Environmental Section
   Oregon State Highway Division
   Salem, Oregon 97310
   Telephone: 378-8486

   Mr. Larry Rulien
   Project Management Engineer
   Oregon State Highway Division
   Salem, Oregon 97310
   Telephone: 378-6563

3. The proposed project is a 1.2-mile extension of Biddle Road from the intersection of Biddle Road with Airport Road to the intersection of Head Road with Hamrick Road. The alignment is all on a new location.

This Federal-aid secondary project provides for four twelve-foot travel lanes, a sixteen-foot median, two-foot shy distance from curbs, and signalization at the Table Rock Road intersection.

The purposes of the proposed project are to improve access to the Medford-Jackson County Airport from the Central Point Interchange at Head Road and to complete Biddle Road as the connection between the Central Point Interchange and east Jackson Street in the city of Medford.

4. Environmental impacts:

Acquisition of right-of-way.

Elimination of hazardous intersections and unnecessary turns for traffic moving from the Central Point Interchange to the Medford-Jackson County Airport or to Biddle Road.

Increased pressure for land use conversion of valuable agricultural lands.

Reduction of traffic volumes on certain segments of streets which otherwise would exceed their design capacity.

Reduction of natural habitat now available to birds and small mammals by approximately eleven acres as a result of the conversion of land from open space or agricultural use to transportation use.

Slight alteration of existing natural surface drainage and improvement of drainage under Table Rock Road.

Improvement of access to the Medford-Jackson County Airport for communities northwest of the project.

Reduction of noise levels on certain segments of existing streets and an increase of noise levels on Table Rock Road.

5. Alternatives considered:

a. Build

The alignment would begin at the intersection of Biddle Road with Airport Road and proceed northwest near the Medford-Jackson County Airport property line. The alignment turns directly east-west in alignment with Head Road, intersects Table Rock Road and joins Head Road at its intersection with Hamrick Road.

b. No-Build

The street system would remain as existing, resulting in five turning movements, four of which are 90° turns between the end of the existing Biddle Road and the Head Road-Hamrick Road intersection. The turning radius of these turns could be reduced; however, three intersections would still require stopping and starting.

6. a. Agencies and groups from which comments on the draft environmental statement were solicited:

Federal Agencies
- Department of Agriculture, Soil Conservation Service
- Department of Housing and Urban Development
- Environmental Protection Agency
- Federal Aeronautics Administration

State Agencies
- Economic Development Division
- Department of Environmental Quality
- Department of Commerce, Housing Division
- Executive Department, Intergovernmental Relations Division (formerly Local Government Relations Division)
- State Soil and Water Conservation Commission
- Traffic Safety Commission
- Governor's Commission on a Livable Oregon
- Oregon State Library
- Department of Transportation, Parks and Recreation Division

Other Agencies
- Jackson County
  - Planning Commission
  - Public Works Department
  - Board of Commissioners
  - Airport Commission
  - Park Department

City of Medford
    Planning Commission
    Public Works Department
    City Council
    Water Commission

City of Central Point
    Planning Commission
    City Council

Rogue Valley Council of Governments
Medford Irrigation District
Bear Creek Valley Sanitary Authority

b. Agencies and groups which responded to the draft environmental statement:

Federal Agencies
    Department of Agriculture, Soil Conservation Service
    Department of the Army, Corps of Engineers
    Department of Commerce, Assistant Secretary for Science and Technology
    Department of Housing and Urban Development
    Department of the Interior
    Department of Transportation
        Federal Aviation Administration
        United States Coast Guard
    Environmental Protection Agency

State Agency
    Intergovernmental Relations Division

Other Agencies
    City of Central Point
        Office of the Mayor

    City of Medford
        Building and Planning Division
        Water Commission

    Jackson County
        Parks and Recreation Advisory Board
        County Planning Commission

HEAD ROAD-AIRPORT ROAD SECTION
BIDDLE ROAD
FAS 15-107
JACKSON COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

Proposed Project

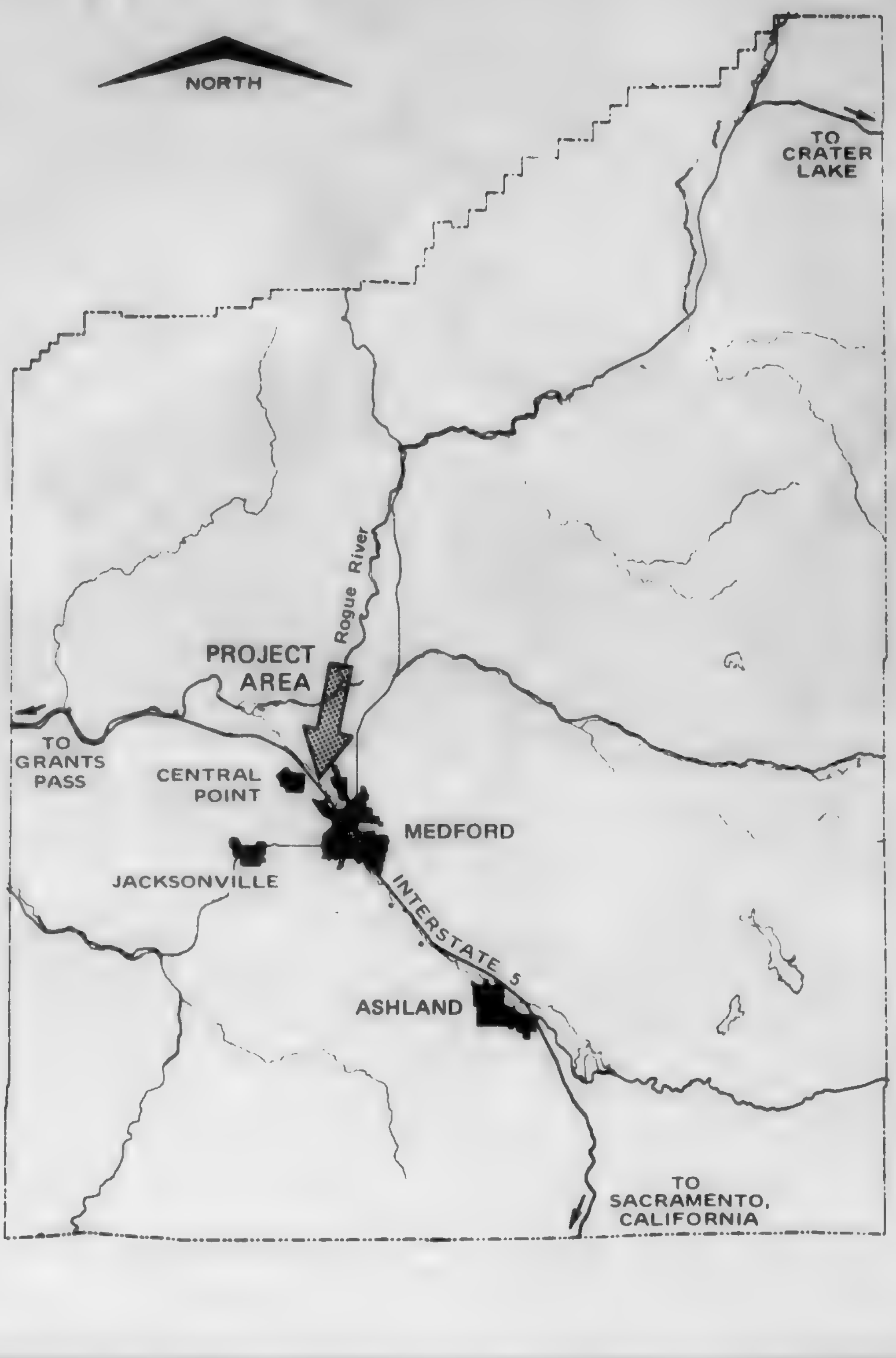
The proposed project is located north of the central part of Medford, west of the Medford-Jackson County Airport, and east of the city of Central Point. (See Figure 1.) The alignment of the four-lane road would extend from the present northern terminus of Biddle Road at Airport Road northwesterly along the Medford-Jackson County Airport boundary to an intersection with Table Rock Road. It would then extend westerly to connect with Head Road at its intersection with Hamrick Road. (See Figure 2.) The proposed project would provide a continuous four-lane facility connecting north Medford, the Medford-Jackson County Airport, and Head Road.

The proposal calls for a four-lane facility with twelve-foot travel lanes, a sixteen-foot median, with a two-foot shy distance to the curbs. (See Figure 3.) Right-of-way required for the project totals approximately 19 acres, 7.6 acres of which are in Jackson County ownership. New construction will include grading, drainage, base rock, curbs and paving for the entire 1.2-mile improvement. The vertical alignment requires construction of subgrade embankment through the greater portion of the project, with excavation in the 1200-foot segment immediately east of Table Rock Road. Borrow sites will not be necessary because material excavated within the project limits will be sufficient to supply embankment material. Aggregate used in the project will be supplied by the contractor, from either a commercial

FIGURE 1

REGIONAL LOCATION MAP

JACKSON COUNTY, OREGON


NORTH
TO CRATER LAKE
Rogue River
PROJECT AREA
TO GRANTS PASS
CENTRAL POINT
MEDFORD
JACKSONVILLE
INTERSTATE 5
ASHLAND
TO SACRAMENTO, CALIFORNIA

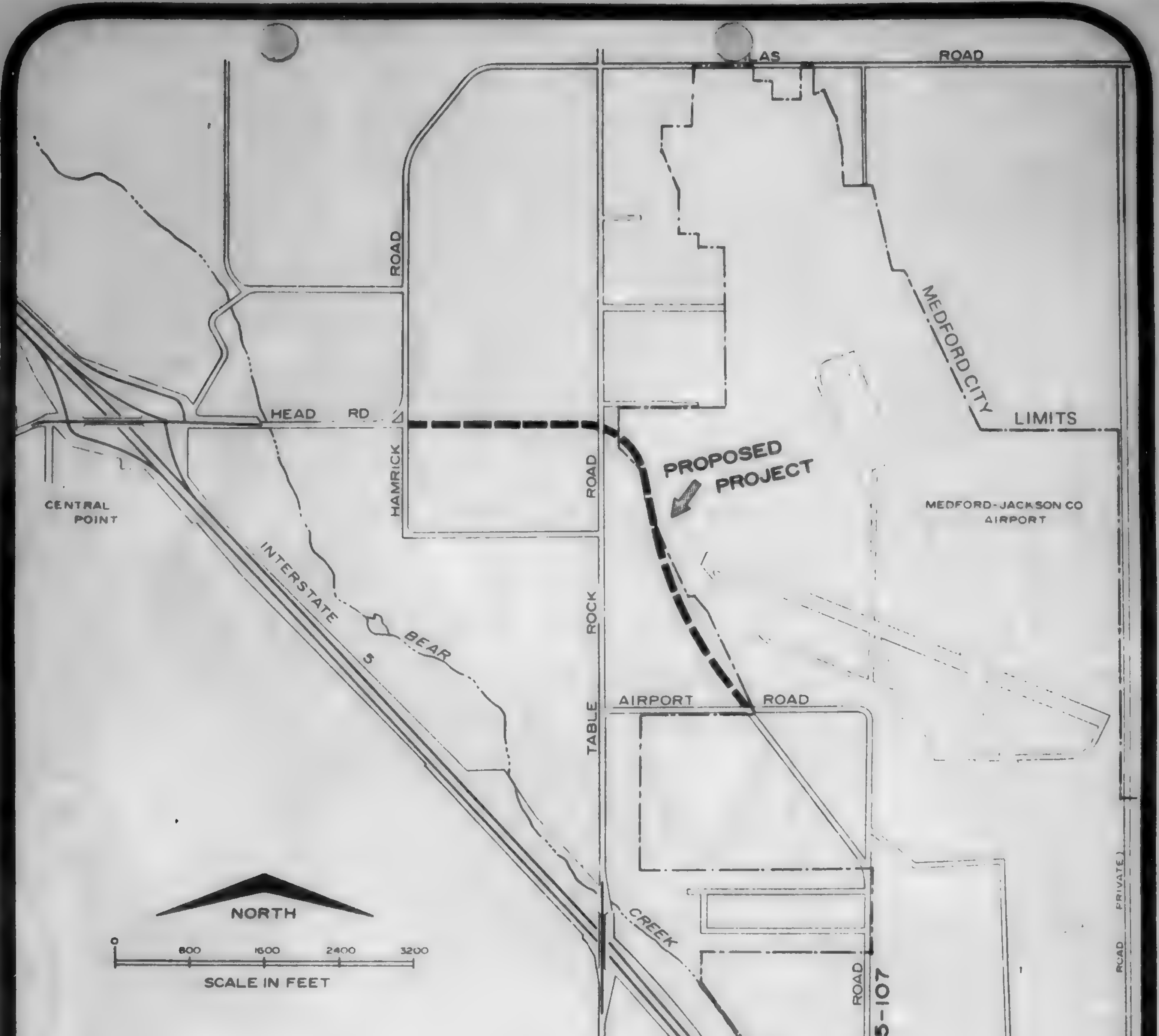

AS ROAD
ROAD
HEAD RD
HAMRICK ROAD
PROPOSED PROJECT
MEDFORD CITY LIMITS
MEDFORD-JACKSON CO AIRPORT
CENTRAL POINT
INTERSTATE 5
BEAR CREEK
TABLE ROCK ROAD
AIRPORT ROAD
NORTH
0
800
1600
2400
3200
SCALE IN FEET
BIDDLE ROAD
FAS 15-107
PRIVATE LOGGING ROAD
MEDCO
CRATER LAKE HIGHWAY

FIGURE 2

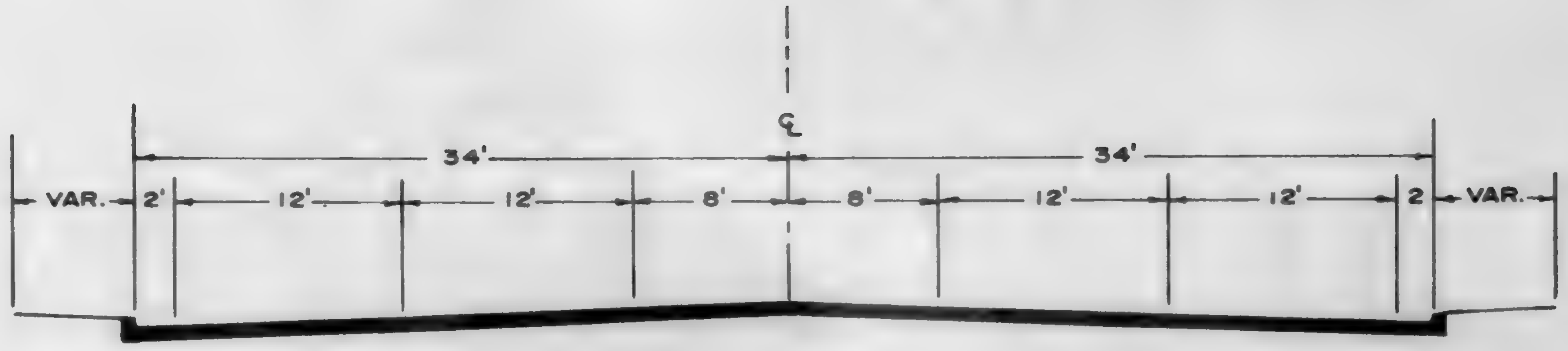
ALIGNMENT MAP

HEAD ROAD-AIRPORT ROAD
SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

FIGURE 3

TYPICAL SECTION


℄
34'
34'
VAR.
2'
12'
12'
8'
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12'
12'
2
VAR.

HEAD ROAD - AIRPORT ROAD
SECTION OF BIDDLE ROAD

source or a contractor-supplied source. Contractor-supplied sources are governed by subsection 106.5 (as supplemented) of Oregon Transportation Commission Standard Specifications for Highway Construction to insure proper treatment and reclamation of the source.

Signal lights are planned for the intersection with Table Rock Road. After completion of the project, speed limits will be determined by the State Speed Control Board. A bikeway facility was not considered appropriate for this location at this time; however, the design does not preclude consideration of such a facility in the future.

Purpose of Proposal

The proposed project will provide an improved connection between the northeastern parts of Medford and the Central Point area. It will also significantly improve access to the Medford-Jackson County Airport from the Central Point Interchange, which in turn will simplify airport access from Grants Pass, the community of Rogue River, and other areas to the north.

The project is located near the rapidly growing Medford urban area, and it is anticipated that traffic volumes on various segments of road in the proposed improvement area will increase significantly by 1994. Past increases in volumes, estimated at 50 to 87 percent on various minor road segments, show that these roads will carry traffic well above their design capacity if the project is not built.

By 1978 on Hamrick Road between Table Rock Road and Head Road and on Table Rock Road between Airport Road and Hamrick Road, a service level of "C" will be reached. (Figure 2.) Service level "C" indicates stable flow with operating speeds of 40 to 50 miles per hour; however, increased volumes have a direct adverse effect on speeds. By 1994, both of the sections will be operating at service level "F," if the new facility is not constructed. Level of service "F" is a forced flow condition with stop-and-go operation at speeds below 30 miles per hour. Airport Road and Table Rock Road south of Airport Road will operate at level "C" until 1984 but will reach service level "D" to "E" by 1994. Levels "D" and "E" indicate unstable flow and approaching forced flow. Operating speeds of 35 to 30 miles per hour will occur. Under the build alternative, all four of the above sections will operate at service level "C" or better through 1994. The proposed facility would operate at service level "C" or better through 1994.

The Bear Creek Area Transportation Study, (BCATS),[1] included several recommendations relating to future roads and highways within Jackson County. Included in the list of recommendations is the present project, which has been proposed to "allow for the movement of large volumes of traffic from the north and west areas of the valley to the schools, airport, shopping center, hospitals and light industrial facilities that are located east of the city of Medford." According to the study, this improvement is to be completed prior to 1985. As originally conceived, this section was the third of five sections of roadway designed to serve as a parallel arterial east of Interstate 5. The arterial would have extended from Barnett Road Interchange east of the Medford central business district to the Central Point Interchange. The fifth section, which would have extended from Jackson Street to Barnett, is no longer under consideration, since it would infringe upon parkland

[1] Oregon State Highway Commission (Salem, Oregon, 1972).

south of Jackson. The BCATS is presently undergoing revision and will reflect the changed concept for this arterial. The primary goals for the arterial will be served by the revised concept. Alternative methods of carrying traffic from Jackson Street to Barnett Road are being explored.

Several public needs would be fulfilled with the completion of the proposed project. Traffic loads would be removed from minor road segments so that use would not exceed the design capacity of these facilities. Some travel distances would be shortened, and traffic moving between the airport and the Central Point Interchange would not be required to make turning movements at intersections as is the case today. Because the proposed improvement would provide an alternate route to the Medford-Jackson County Airport, and between north Medford and the Central Point area, some minor traffic volume decreases can be expected on both Interstate 5 and on Highway 99 between Medford and Central Point.

ALTERNATIVES

Introduction

Location alternatives were extremely limited for this project. The factors imposing the limitations were the fixed termini, the need to avoid severing agricultural property into unworkable parcels, and the need for more efficient movement of traffic through the corridor.

The criteria for determining the road alignment were as follows:

1. The south end must connect to the existing Biddle Road terminus at Airport Road.
2. The north end must connect to Head Road on a tangent with Bear Creek Bridge and the I-5 overcrossing.
3. The crossing at Table Rock Road must be as nearly at right angles as possible in order to produce a safe intersection.
4. The alignment should do as little damage as possible to the agricultural and orchard land through which it passes.

During the location development stage, a more southerly alternative was examined. This alignment was basically the diagonal from the existing terminus of Biddle Road to the beginning of Head Road. This alignment met only the requirement of connecting with the proper termini. Agricultural and other properties would have been divided into irregular parcels, decreasing their utility. In addition, the intersections formed by such an alignment would be awkward and considerably less safe than the typical right-angled intersection. All other possible alignments would fall between the proposed alignment and the diagonal. All but the proposed alignment would have impacts similar to those of the diagonal alternative, but in varying degrees. Alternatives south of the diagonal would require at least three cornering movements similar to the five required by the existing road system and therefore would not bring improvements sufficient to warrant construction. This alignment would not be able to take advantage of land owned by the airport and therefore would require more right-of-way acquisition.

In view of the limitations in the area, only two alternative actions--the Build and No-Build--were considered to be meaningful alternatives.

Build Alternative.--The Build Alternative is described on page 1 under "Proposed Project" and pictured in Figure 2. The alignment was designed to use as much airport property as possible without hindering airport use or development, as the property is already in public ownership. The alignment between Table Rock Road and Head Road minimizes infringement on the pear orchard through which it passes and follows property lines where possible in order to retain existing land uses.

No-Build Alternative.--The No-Build Alternative consists of maintaining the existing street system, which requires five turning movements, four of which are 90° turns between the end of the existing Biddle Road and the Head Road-Hamrick Road intersection. Some curve flattening and signing for right-turning without stopping would be possible; however, no significant improvement of traffic conditions would result. Traffic conditions would deteriorate, as described in "Purpose of Proposal," over the next 20 years.

EXISTING ENVIRONMENTAL SETTING

Description of Physical Features

The project area is located in the central part of the Bear Creek Valley near urban Medford, mostly within an unincorporated area outside the city limits of Medford. The project area is above the floodplain on a level to gently rolling river terrace and, for the most part, passes through cultivated agricultural land.

Between Airport Road and Table Rock Road, the alignment is to follow the westerly base of a low bench upon which the airport is situated. Soils through the project area are classified as Agate, Medford, and Kirby series, according to the U.S.D.A. Soil Conservation Service. The Agate series typically consists of well-drained loam over clay loam soils over hardpan. In the American Association of State Highway and Transportation Officials' classification, this material is listed as ranging from poor to good for use as road embankment. The only agricultural use for which it is suitable is pasture. Erosion hazard is usually slight. The Medford series consist of a well-drained, silty soil formed in water-laid silty materials of mixed origin. Agricultural uses include pear orchards, corn silage, hay and pasture. Embankments are impervious due to the silt and clay content, are fairly difficult to compact because of the sand, and are subject to slump due to the swelling and contraction of the clay. Drainage and special subgrade considerations are necessary for construction of all-weather roads. The Kirby series typically consists of well-drained loam soils over gravelly loam; this material is also classified as ranging from poor to good for use as road embankment. In the Kirby series are rich agricultural soils suitable for hay, row crops, orchard and pasture. Erosion hazard is usually slight.

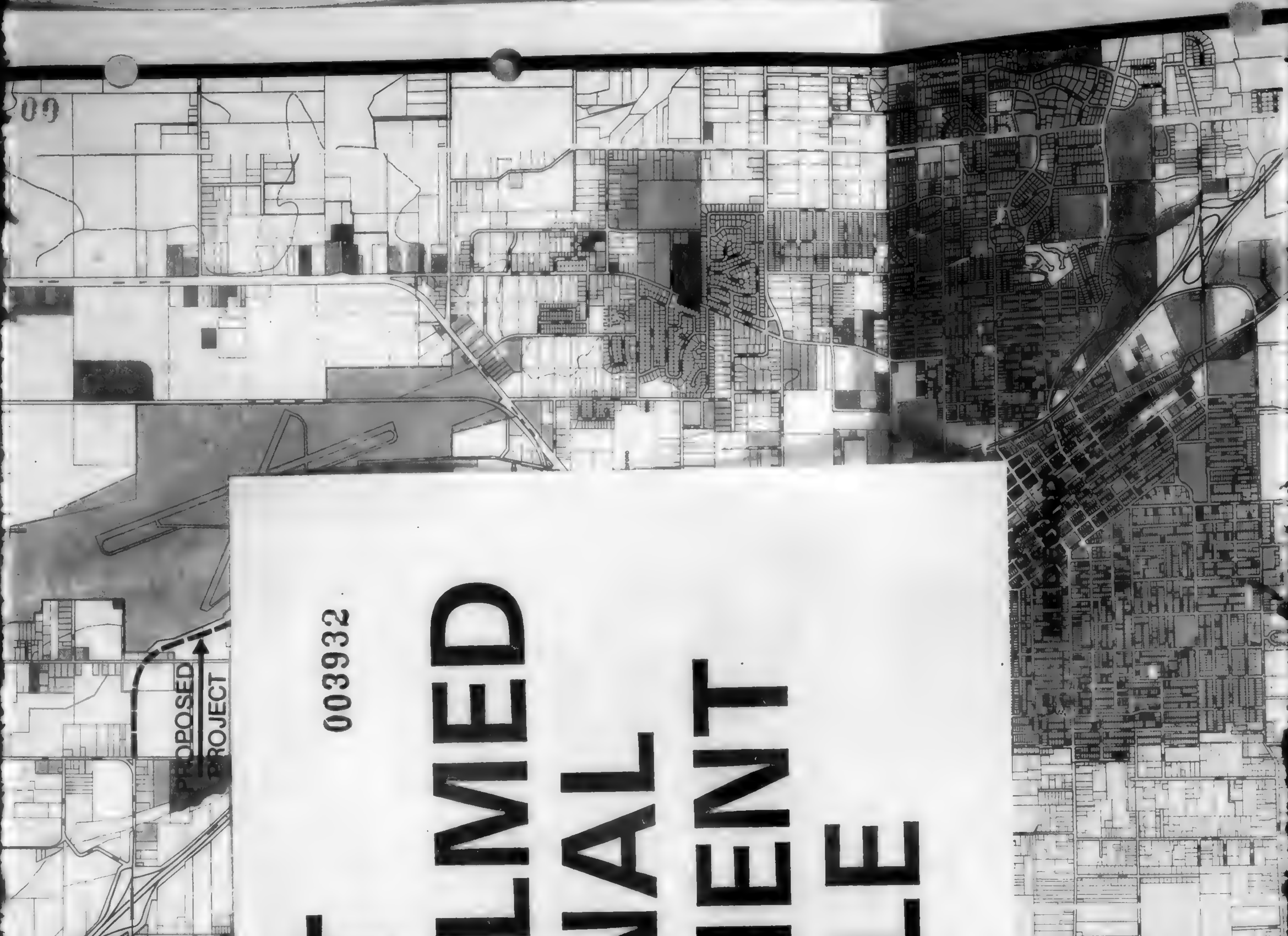
There are no major streams or drainage courses within the project limits. Surface water runoff presently flows westerly from the higher elevation airport property until impeded by Table Rock Road. Under normal rainfall conditions, this runoff is adequately handled by cross culverts under the road, ultimately reaching Bear Creek via roadside and irrigation ditches. During periods of prolonged high-intensity rainfall, the existing cross culverts are not adequate in size to handle the volume, and there has been some minor flooding, sufficient to damage property on the easterly side of the road. The flooding problem is worsened when water overflows the Upton lateral irrigation ditch, located east of Table Rock Road. Occasional flooding has somewhat reduced the value of the area for other than agricultural uses.

Habitat for birds and small mammals is provided by the existing orchards, brush and pasture. These habitats are interspersed throughout the Bear Creek Valley and have been reduced over the years through the spread of urban growth in the Medford area.

Description of Cultural Features

Land Use

The present land-use pattern surrounding the proposed project is generally rural in character but shows some of the effects of urban sprawl. Figure 4 shows the generalized land use in the project area by various classifications. This map indicates that, moving outward from the established centers of Medford and Central Point, the intensity of development


PROPOSED PROJECT
CENTRAL POINT
MEDFORD

003932

NOT MICROFILMED
ORIGINAL DOCUMENT
IN FILE

FIGURE 4

EXISTING GENERALIZED
MEDFORD-CENTRAL
JACKSON COUN

LEGEND

▨ COMMERCIAL
▨ INDUSTRIAL
▨ PUBLIC SERVIC
▨ PARKS
☐ RURAL
▨ MULTI-FAMILY
▨ SINGLE-FAMILY

SOURCE: Jackson County Plannin
Oregon State Highway

drops off rapidly east of Interstate 5. In this area, substantial agricultural and vacant land remains.

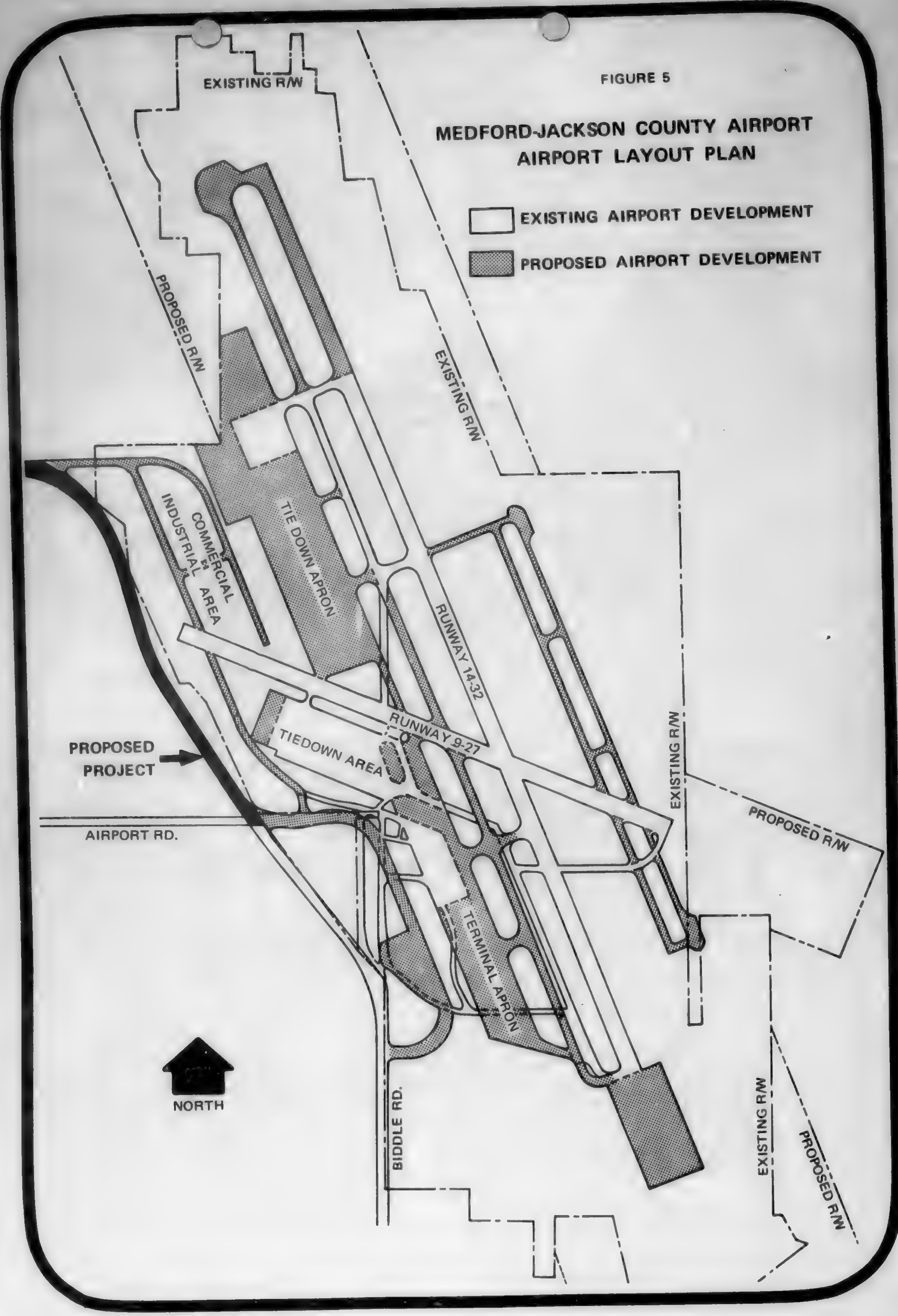
The most important land use in the immediate project vicinity is the Medford-Jackson County Airport. Although identified as a secondary airport facility by FAA standards, this airport provides commercial air service to Jackson, Josephine, Douglas, and Klamath counties in Oregon and to parts of northern California. Its service area is estimated to contain some 5,000 square miles and a population of over 125,000. The *Master Plan Study of Medford-Jackson County Airport* projects that the population of this service area will reach 300,000 people by 1985. Such growth will require significant improvements to facilities at the airport to meet increasing demands for air transportation as well as improved access to the airport for ground transportation.

Residential uses in the area are typically single-family houses in a wide variety of ages and conditions. Most are strung along existing county roads on relatively large, deep, and irregular parcels of land. Residential densities are significantly lower in this area than in subdivisions nearer to Medford and Central Point. An exception to this is a thirty-acre subdivision located along the west side of Biddle Road approximately one-half mile south of Airport Road.

Commercial and industrial land uses in the vicinity of the proposed project are located along major transportation routes, including Table Rock Road and Crater Lake Highway. Some commercial activity exists adjacent to Head Road and the Crater Lake Interchanges on Interstate 5. Air-oriented commercial services are located within the western part of the airport property.

FIGURE 5

MEDFORD-JACKSON COUNTY AIRPORT
AIRPORT LAYOUT PLAN


☐ EXISTING AIRPORT DEVELOPMENT
▨ PROPOSED AIRPORT DEVELOPMENT
EXISTING R/W
PROPOSED R/W
EXISTING R/W
COMMERCIAL INDUSTRIAL AREA
TIE DOWN APRON
RUNWAY 14-32
RUNWAY 9-27
TIEDOWN AREA
PROPOSED PROJECT
AIRPORT RD.
EXISTING R/W
PROPOSED R/W
TERMINAL APRON
BIDDLE RD.
NORTH
EXISTING R/W
PROPOSED R/W

The more significant outlying industrial uses are located east of the airport along Crater Lake Highway.

Recent improvements to Biddle Road south of this proposed segment and growth of the Medford-Jackson County Airport have stimulated commercial and industrial development on Biddle Road south of the project. Upon completion, the proposed project will provide improved access to the airport and an alternative route into the east side of Medford from the Central Point Interchange. This improved connection can become an alternate business route into Medford and can stimulate commercial and industrial development at appropriate locations along the way into the central part of the city. As air traffic increases at the Medford-Jackson County Airport, the proposed project will greatly simplify and improve access to the airport from the northwest. With the exception of the Medford-Jackson County Airport, most of the land along the proposed road is in agricultural use.

Economics

Economic development in Jackson County has been primarily the result of the lumber and agricultural industries and recreation. Lumber and wood products industries dominate manufacturing in the county. Increased demand for wood and paper products, diversification of wood products industries, and use of sawdust and chips have substantially increased employment and payrolls. Table 1 shows changes in payroll and employment in lumber and wood products as well as total manufacturing for Jackson County for selected years between 1964 and 1970. It can be seen that lumber and wood products industries constitute three-fourths of total employment and total payroll in all manufacturing in Jackson County.

TABLE 1

EMPLOYMENT AND PAYROLL IN JACKSON COUNTY

Year	Lumber and Wood Products: Payroll in Millions $	Lumber and Wood Products: Employees	All Manufacturing: Payroll in Millions $	All Manufacturing: Employees
1964	29.9	4,524	38.0	5,810
1965	31.4	4,593	40.4	5,995
1966	34.8	4,918	44.9	6,425
1970	37.8	4,480	48.9	5,920

Percentage of Lumber and Wood Products to All Manufacturing

Year	% of Payroll	% of Employment
1964	78.68	77.87
1965	77.72	76.61
1966	77.51	76.54
1970	77.30	75.68

Source: Stevens, Thompson & Runyan, Inc., Jackson County Comprehensive Area-Wide Water and Sewerage Plan, Final Report (Portland, Oregon: n.p., 1973).

The second largest industry in the county is recreation. The relatively dry climate, the proximity to the large population centers in northern California, special attractions such as the Ashland Shakespearean Festival, the historic city of Jacksonville, and the Peter Britt Music Festival all contribute to developing this industry. In addition, the easy commuting distance to many lakes and the Rogue River is also a major factor in the recreation industry. The Shakespearean Festival attracts an audience from all parts of the country, and a large indoor theater was dedicated in 1970 to increase the offerings of the festival. The gold-rush city of Jacksonville is a registered National Historic Landmark and is the only registered historic district in the state of Oregon.

During the past ten years, considerable work has been done to refurbish the nineteenth century buildings to restore their original form. The Peter Britt Music Festival is held in August on a hillside in Jacksonville and adds a program of fine music to other attractions in the area. Crater Lake National Park, located about 80 miles east of Medford, is a major attraction in the area and contributes to the general interest in recreation in southern Oregon.

About one-half of the total value of agricultural production in the area comes from horticultural crops, primarily fruits and nuts. The leading and most famous crop is pears, which have been grown in this county for nearly a century. Table 2 shows the 1970 value of agricultural production for the county.

TABLE 2

1970 VALUE OF AGRICULTURAL PRODUCTION, JACKSON COUNTY

Type	Amount	Percentage
Horticulture (incl. orchards)	$12,188,540	49.80
Dairy	3,712,000	15.17
Beef	3,412,000	13.94
Farm Crops	2,656,000	10.85
Poultry	1,998,000	8.16
Misc. Livestock	156,000	0.64
Farm Forestry	101,000	0.41
Sheep	95,000	0.39
Swine	82,000	0.34
Government Payments	72,709	0.30
Total	$24,473,279	100.00

Source: Stevens, Thompson & Runyan, Inc., Jackson County Comprehensive Area-Wide Water and Sewerage Plan, Final Report (Portland, Oregon: n.p., 1973).

Economic conditions in Jackson County fluctuate. The foundation of the local economy, the lumber and wood products industry, is largely dependent upon the construction industry and rises and falls with fluctuations in such external factors as interest rates, ease of credit, national housing policy, and log export quotas. The agricultural element is subject to problems relating to late freezes, depth of snowpack (as it affects irrigation), summer storms, and the availability of labor at harvest time. Nearly all of the recreational activities occur between May and September, except for winter sports in the Mt. Ashland ski area. These three basic economic components--lumber and wood products, agriculture, and recreation--all have their peak activities in the summer months, making the economy very seasonal. In addition, national policy changes, as those relating to interest rates and log exports, can strongly influence lumbering activity from year to year. All of these factors taken together make for a local economy which tends to grow at an uneven rate.

Unemployment in Jackson County tends to be higher than the statewide average. For example, in 1972 the annual average for Jackson County was 8 percent and for the state of Oregon, 5.9 percent.[2] Much of this unemployment can be traced to the attractive climate and scenery, which make Jackson County a desirable place to live: new growth from in-migration occurs at a more rapid rate than do increases in employment. From 1960 to 1970, population increased by almost 30 percent, and about two-thirds of this increase was due to in-migration.[3]

[2] State of Oregon, Department of Employment, Labor Force in Jackson County and Oregon 1972 (Salem, Oregon, 1973.)

[3] Bureau of Business and Economic Research, Oregon Economic Statistics, 1973 (Eugene, Oregon: University of Oregon Press), p. 5.

Medford-Jackson County Airport

The Medford-Jackson County Airport is an important economic center in the area. It is also important to this proposal because the proposed alignment lies just west of the airport. The airport is a primary transportation facility in Oregon, and it is the only major airport between the Willamette Valley and the San Francisco Bay area. During 1971, there were over 102,000 total aircraft operations, both landings and departures. This number would have been higher but for a two-and-one-half-month strike by Air West. Table 3 shows the type of usage during this period, and it can be seen from the table that a fairly high percentage of air traffic is related to the recreation industry.

TABLE 3

1971 AVIATION OPERATIONS BY TYPE

MEDFORD-JACKSON COUNTY AIRPORT

	Business	Recreation	Forest Service	Aerial Applications
Amount	46,214	30,812	1,026	24,647
Percentage	45.0	30.0	1.0	24.0

Source: Department of Transportation, Oregon State Board of Aeronautics, Oregon Aviation System Plan: Inventory and Evaluation of Information Phase II Report: Preliminary (Salem, Oregon: Department of Transportation, 1973), Table 32.

Historic Properties and Public Lands

The right-of-way necessary for the proposed improvement does not include property listed on the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings. To the knowledge of the Oregon State Historic Preservation Officer, no significant events occured in the project area, and in his opinion an extensive historic sites inventory for the area will not be necessary. (See Appendix A.)

A check with the Museum of Natural History at the University of Oregon indicated that no detailed survey of the project area exists. A site survey will be scheduled, along with site exploration and any necessary salvage work, if important sites are found. Field survey and salvage results will be made available to the public and appropriate agencies.

The only public property within the project right-of-way is Medford-Jackson County Airport, which is discussed earlier in this document. Just west of the project terminus, Head Road crosses the Bear Creek Greenbelt. A 160-acre section of the Greenbelt north of Head Road near the Central Point Interchange is being considered for development as the Jackson County Fairgrounds. No right-of-way will be required from this land. Access to the recreational area from the east will be improved by the proposed project; however, the primary access will be via Interstate 5. Sporadic use of the fairgrounds would on occasion increase the traffic loading on the proposed section. Volumes will be well within the capacity of the roadway.

Traffic in the Project Area

The existing street system in the project area could be described as fragmented and the routes, indirect. Existing streets, current traffic volumes, and anticipated traffic volumes for 1994 are shown in Figure 5. It can be seen from this map that access to the airport from the Central Point Interchange is indirect and requires four turning movements, three of which are at intersections. This kind of route discourages use and tends to direct

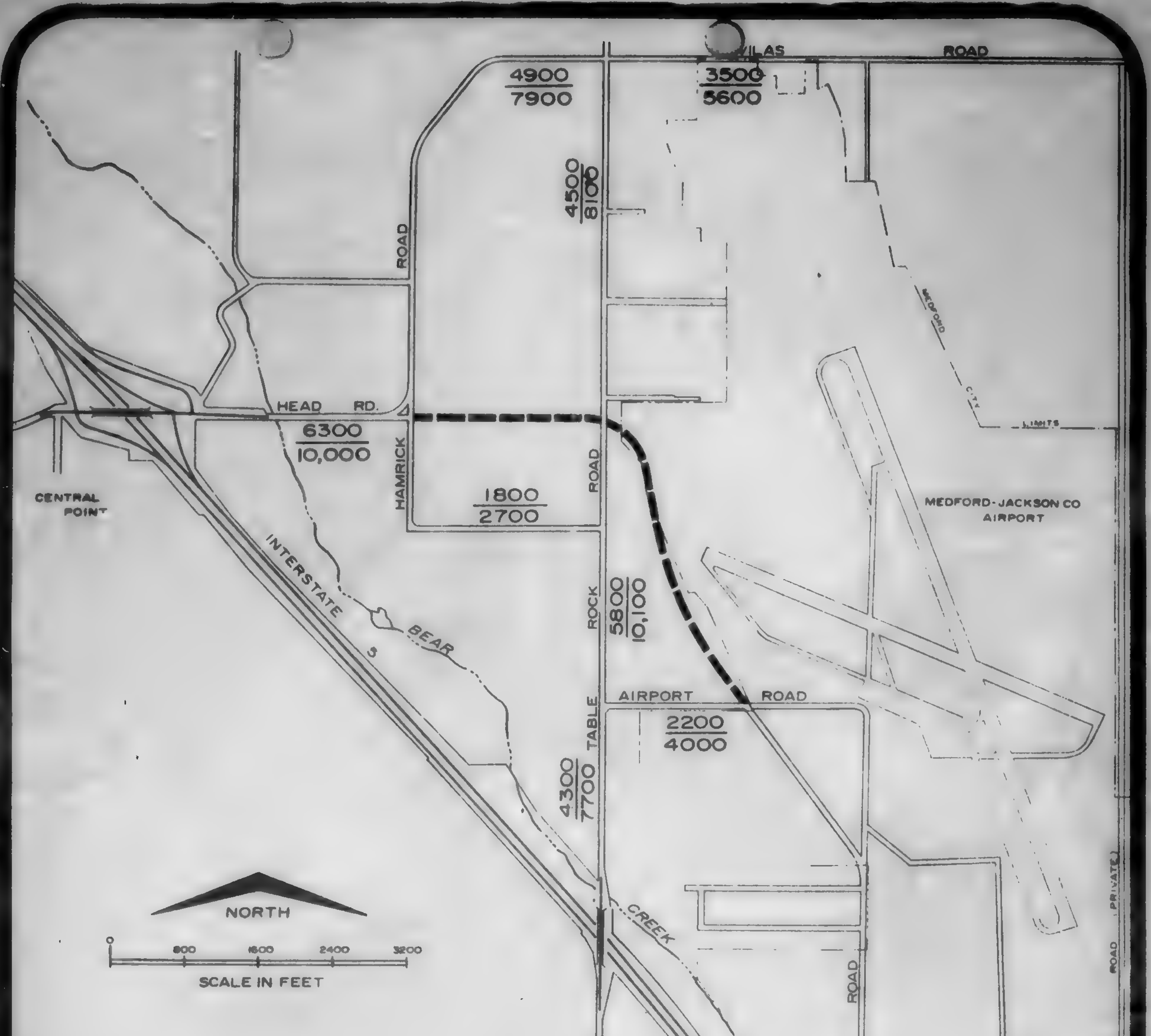

VILAS ROAD
4900
7900
3500
5600
4500
8100
ROAD
HEAD RD.
6300
10,000
HAMRICK
1800
2700
ROAD
CENTRAL POINT
MEDFORD CITY LIMITS
MEDFORD-JACKSON CO AIRPORT
INTERSTATE 5
BEAR CREEK
ROCK
TABLE
5800
10,100
AIRPORT ROAD
2200
4000
4300
7700
NORTH
0
800
1600
2400
3200
SCALE IN FEET
BIDDLE ROAD
LOGGING ROAD (PRIVATE)
MEDCO
CRATER LAKE HIGHWAY

FIGURE 6

PROJECTED TRAFFIC

HEAD ROAD-AIRPORT ROAD
SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

AVERAGE DAILY TRAFFIC

0000 (above line)	1974	EXISTING
0000 (below line)	1994	NO BUILD

traffic along Interstate 5 to the Crater Lake Interchange as a better means of access to the airport from the northwest. As described in "Purpose of Project," anticipated 1994 traffic volumes indicate that the various segments of road directly affected by the proposed project will exceed their design capacities by 1994 if the proposed project is not completed. However, the BCATS report indicates that parts of Table Rock Road will require a four-lane improvement by 1985, whether or not this project is built.

Noise

To determine the existing noise levels in the project area, sound measurements were taken at three locations. Site 1 was at the southeast corner of the proposed intersection of Biddle Road and Airport Road, with the microphone thirty feet from the edge of the nearest travel lane. In this location the airport noise is shielded by a small knoll. Site 2 was at the northeast corner of the proposed intersection of Table Rock Road and Biddle Road, with the microphone fifty feet from the edge of the nearest lane of Table Rock Road. Site 3 was at the intersection of Head Road and Hamrick Road. The microphone was again placed fifty feet from the edge of the nearest travel lane of Hamrick Road. These site locations are shown on Figure 10 in the impact section of this statement. These measurement sites were carefully selected to be representative of the project area and were not chosen at random. The microphone was placed five feet above ground level at the three sites. Measurements were taken in the morning and early afternoon on Wednesday, October 31, 1973. The measurements represent worst-case conditions, since truck traffic, generally the predominant traffic noise factor, is greatest in the afternoon.

The results of the sound measurements are shown in Table 5 in Appendix A. Note also Figures 11, 12, and 13 in Appendix A, which clarify noise levels, standards, and sound perception criteria. Noise quantity is measured in dBA units (the sound pressure levels in decibels). Three levels of measurements, L_{10}, L_{50}, and L_{90}, were recorded at each location. (L_{10}, L_{50}, and L_{90}, refer, respectively, to sound levels that are exceeded 10%, 50%, and 90% of the time for the periods under consideration.)

Site 1 is shielded from the Medford Airport by a small hill about 30 feet high, so noises are due exclusively to Airport Road. The maximum noise reading (L_{10}) on this site was 69 dBA, one dBA below the Federal Highway Administration 70 dBA L_{10} guideline for residences. Site 2 has a contribution of aircraft noise, due to its location near the end of the runway. At times, aircraft noise was 2 to 4 dBA higher than traffic noise at the site. Noise at Site 2 exceeds the FHWA guideline by 5 dBA (L_{10} of 75 dBA). Site 3 is about 50 feet from the edge of Hamrick Road, approximately the same distance as the nearest house. This site also had readings that exceed the FHWA guideline (L_{10} of 73 dBA). In summary, noise levels at Site 1 were within the FHWA guidelines; noise levels at sites 2 and 3 exceed the noise guideline for residential use.

Air Quality

Existing air quality was evaluated in light of the following considerations: (1) the total emissions in tons per year of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxide (NO_x), and lead particulates (Pb) from auto traffic on the road system; and (2) the pollutant concentration of carbon monoxide (CO) in milligrams per cubic meter (mg/m^3). Carbon monoxide concentrations are used as an indicator of impact for the above pollutants because carbon monoxide is inert (does not react with other gases) and can be easily used in mathematical models. The total emissions were calculated by considering such factors as distance traveled, average daily traffic (ADT), emission factors of vehicles, and speed adjustment factors. The total emissions were then calculated through an Oregon State Highway Division computer model. In 1974 they were found to be as follows (expressed in tons per year):

Carbon monoxide	257.7
Hydrocarbons	48.8
Nitrogen oxides	31.1
Lead particulates	.45

The carbon monoxide concentrations, which are used as an indicator, were found to be below State and Federal air pollution standards.

PROBABLE IMPACTS OF PROJECT ON ENVIRONMENT

Natural Environment

Construction of the Head Road-Airport Road Section of Biddle Road will directly reduce the area of terrestrial habitat now available to wildlife. About eleven acres of natural habitat for birds and small mammals will be removed by the proposed project. Most of the land involved is "old field" habitat of semi-woody and woody weeds and is of limited complexity. This habitat is ideal for certain species of birds, including pheasant and valley quail. These birds customarily nest in this habitat and find it one of the few remaining winter food sources among closely cropped agriculture lands. The proposed project area does not contain any special or unique habitats which will be altered or affected by the development. It is anticipated that the greatest effect on the natural habitat will result from urban development if it is allowed to encroach into the area.

There are no major drainage courses in the area, and surface runoff is not a significant problem. Culverts will be enlarged at locations where water has backed up in the past.

Cultural Environment

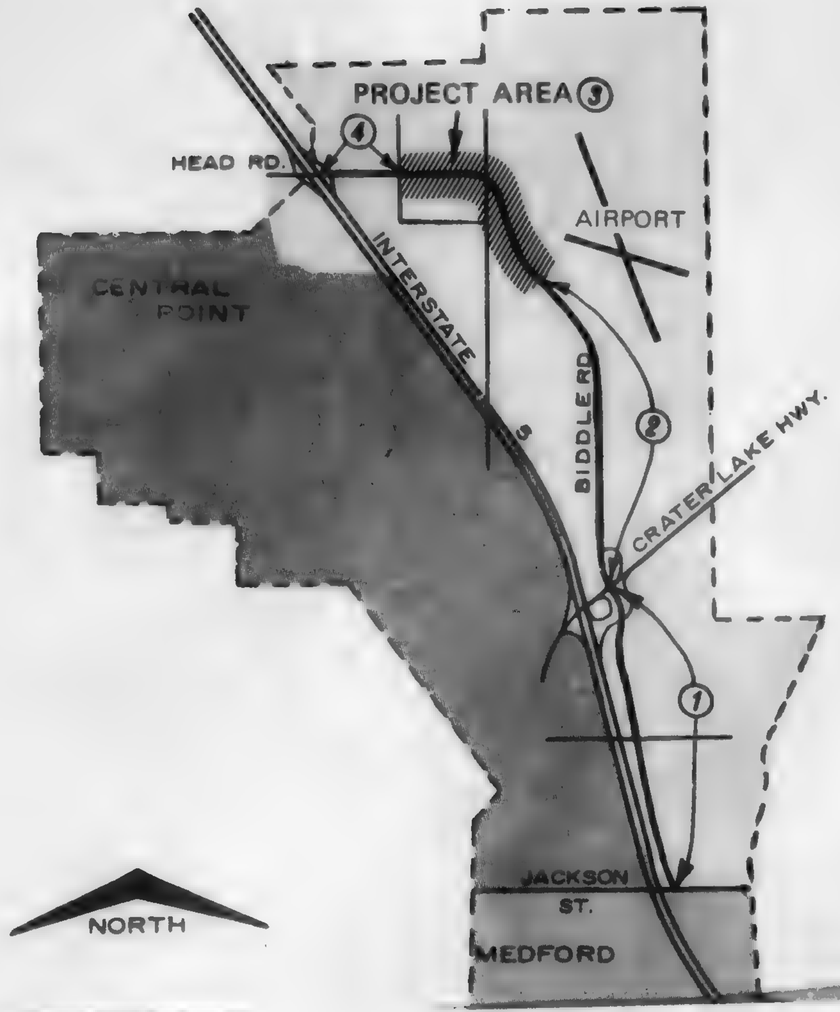
Land Use and Economics

Biddle Road can be seen as a facility constructed in four stages: (1) between Jackson Street and Crater Lake Highway; (2) between Crater Lake Highway and Airport Road; (3) between Airport Road and the intersection of

BIDDLE ROAD PROJECT

▨ AREA 3

○ CONSTRUCTION SEGMENTS


PROJECT AREA ⑤
HEAD RD.
④
AIRPORT
CENTRAL POINT
INTERSTATE 5
BIDDLE RD
②
CRATER LAKE HWY.
①
JACKSON ST.
MEDFORD
NORTH

003933

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Head Road and Hamrick Road; (4) between Hamrick Road and Interstate 5. Two of the stages, 1 and 2, have already been completed (in 1969 & 1973, respectively), and the present study is concerned with stage 3. If all four stages are completed, Biddle Road would serve as an additional business route for north-south traffic in the Medford area. As such, it could serve as an alternate route for some traffic presently using Interstate 5 and the Rogue Valley Highway (ORE 99). In order to evaluate the proposed project, three study areas have been defined, as shown in Figure 7. Area 1 includes the land which will be most immediately affected by the proposed project; Area 2 will be impacted secondarily by the transfer of traffic from the Rogue Valley Highway (ORE 99); and Area 3 is studied because it contains the central business district. It is anticipated that the central business district will be impacted only secondarily as a result of the Biddle Road improvement.

Area 1 is a developing section of the community and, since improvements on stages 1 and 2 of Biddle Road were completed recently, the land-use pattern has not yet responded to the full impact of these improvements. Thus, there is much less commercial strip development along Biddle Road than along the Rogue Valley Highway in Area 2. Area 2 developed largely in response to construction of ORE 99 prior to the construction of Interstate 5.

More land in Area 2 is also used for residential purposes than is the case in Area 1 (457.1 acres as compared to 325.6 acres), and Area 1 also has a higher net population density (14.5 persons per acre versus 11.2 persons per acre), reflecting an older, built-up part of the urban area. Area 3 west of ORE 99 and south of Jackson Street is the most intensively developed section of the three areas. It includes the Medford central business district and the oldest sections of the city of Medford and has the highest population density

(21.5 persons per acre). (Refer to Table 8 in Appendix D for selected 1965 land-use and population data in each of the three areas.)

The potential economic impacts of the proposed project relate both to the project as part of the business route into the east side of the city of Medford and to the more immediate vicinity of the project itself. It is assumed that a new route into the east side of the city of Medford from the Central Point Interchange would have a minimal effect on traffic volumes on Interstate 5 or the Rogue Valley Highway (ORE 99). If the traffic were removed from ORE 99, it might reduce the patronage of businesses located along this highway. However, some minor reduction in traffic volume might encourage patronage of businesses along this section of highway because of reduced congestion.

The immediate purpose of the proposed project is to facilitate the flow of traffic going to and from as well as past the airport. The project would improve access to the airport for cities to the north such as Grants Pass and would also provide increased accessibility for those residences and businesses in or near the Biddle Road Section between Crater Lake Highway and the Central Point Interchange with Interstate 5. The improved accessibility should tend to stimulate both commercial and industrial activity along this section of Biddle Road. The increased use of the Central Point Interchange should tend to encourage highway-oriented development. The southeast corner of the interchange is presently zoned "commercial," and it is possible that the improvements proposed in this project and the better access to the airport would promote development of motels, restaurants, and/or gas stations near the interchange. Development would be more likely to occur with the completed business route and would be less likely if the present project were not built.

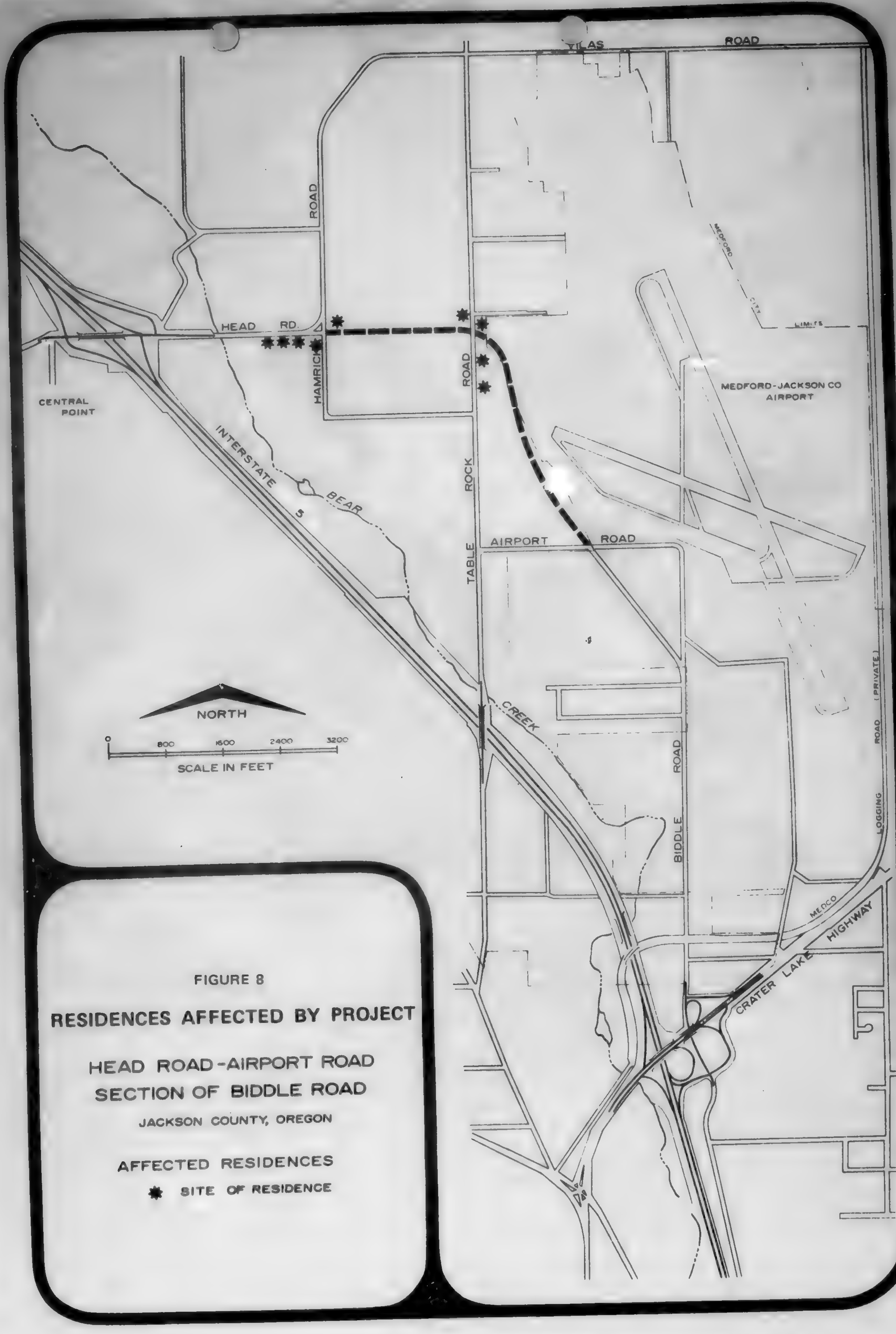
VILAS ROAD
ROAD
HEAD RD.
HAMRICK
ROAD
CENTRAL POINT
INTERSTATE 5
BEAR
CREEK
TABLE ROCK ROAD
AIRPORT ROAD
MEDFORD CITY LIMITS
MEDFORD-JACKSON CO AIRPORT
BIDDLE ROAD
LOGGING ROAD (PRIVATE)
MEDCO
CRATER LAKE HIGHWAY
NORTH
0
800
1600
2400
3200
SCALE IN FEET

FIGURE 8

RESIDENCES AFFECTED BY PROJECT

HEAD ROAD-AIRPORT ROAD SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

AFFECTED RESIDENCES

✱ SITE OF RESIDENCE

Since the completion of the portion of Biddle Road between Crater Lake Highway and Airport Road, several businesses have been established along this facility. Improved access resulting from this proposed project should further stimulate commercial and industrial development in the area.

There will be no residential displacement resulting from the proposed project. The only structure which would be removed by the proposed project is a small pump house within the right-of-way at the northeast corner of the intersection of the proposed road and Hamrick Road. However, the facility would be located near five residences. In addition, the heavier traffic on Head Road between the interchange and Hamrick Road would affect four additional residences. (See Figure 8.)

There will be about 11 acres of non-residential/agricultural land acquired for rights-of-way. This land produced $445.85 in taxes in 1972. About the same amount would be lost to the tax rolls in future years; however, some of this loss could be offset by increased tax revenues from possible development along the proposed facility. The proposed project is expected to have minimal impacts on existing land uses. The 11 acres of land which would be converted to transportation use represent a minor fraction of total agricultural land in the area. Other categories of land use would not be greatly affected by right-of-way acquisition.

Long-range plans for Medford and Jackson County do not indicate commercial and industrial development for this area in the future, and the stimulation of these kinds of land use would be inconsistent with long-range community goals and objectives. (See Figures 9 and 10.) However, since the airport functions, among other things, involve serving a five-county area, the pressure to develop industrial and commercial support facilities adjacent to airport property will be extremely strong.

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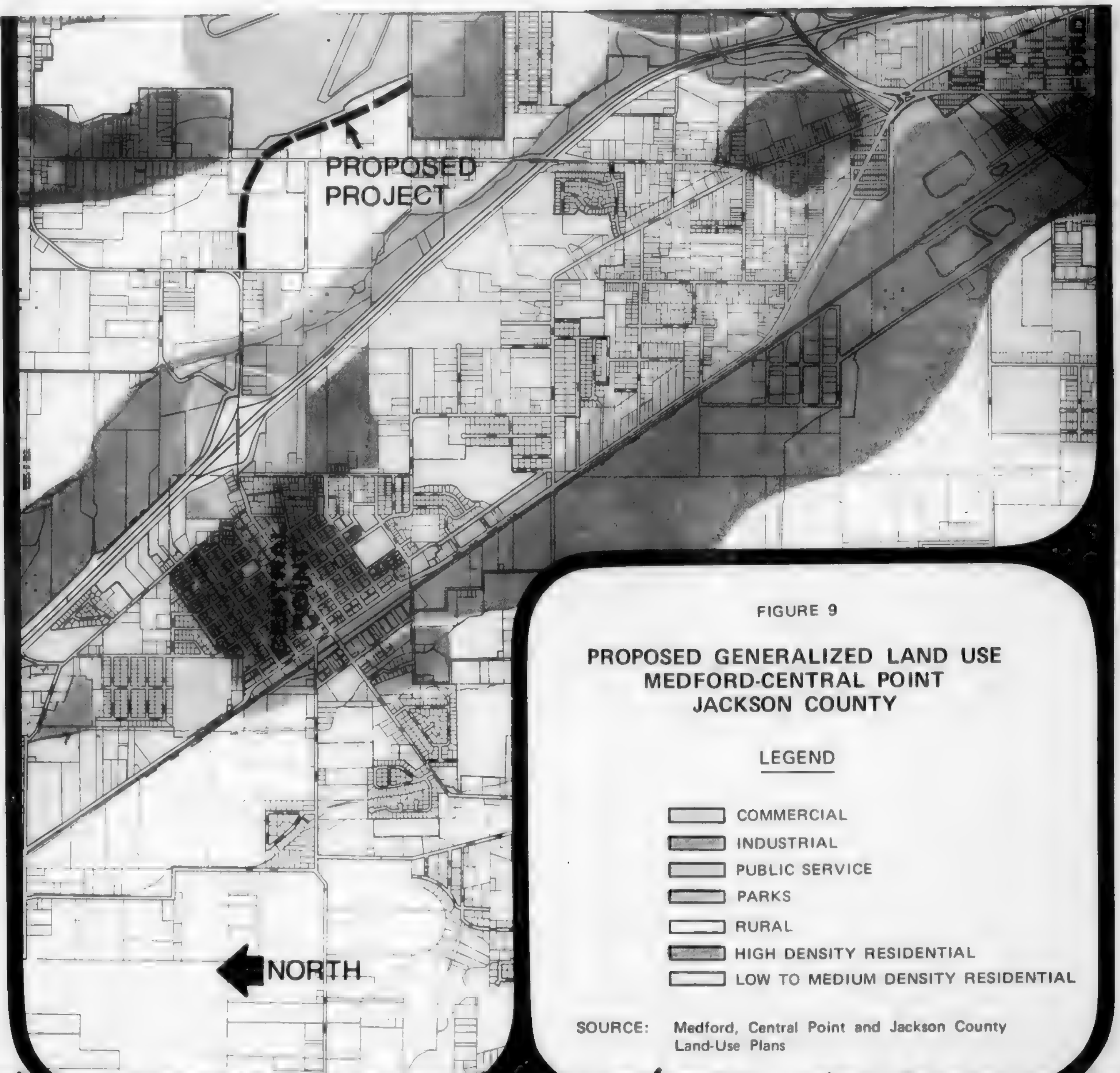

FIGURE 9

PROPOSED GENERALIZED LAND USE
MEDFORD-CENTRAL POINT
JACKSON COUNTY

LEGEND

- COMMERCIAL
- INDUSTRIAL
- PUBLIC SERVICE
- PARKS
- RURAL
- HIGH DENSITY RESIDENTIAL
- LOW TO MEDIUM DENSITY RESIDENTIAL

SOURCE: Medford, Central Point and Jackson County Land-Use Plans

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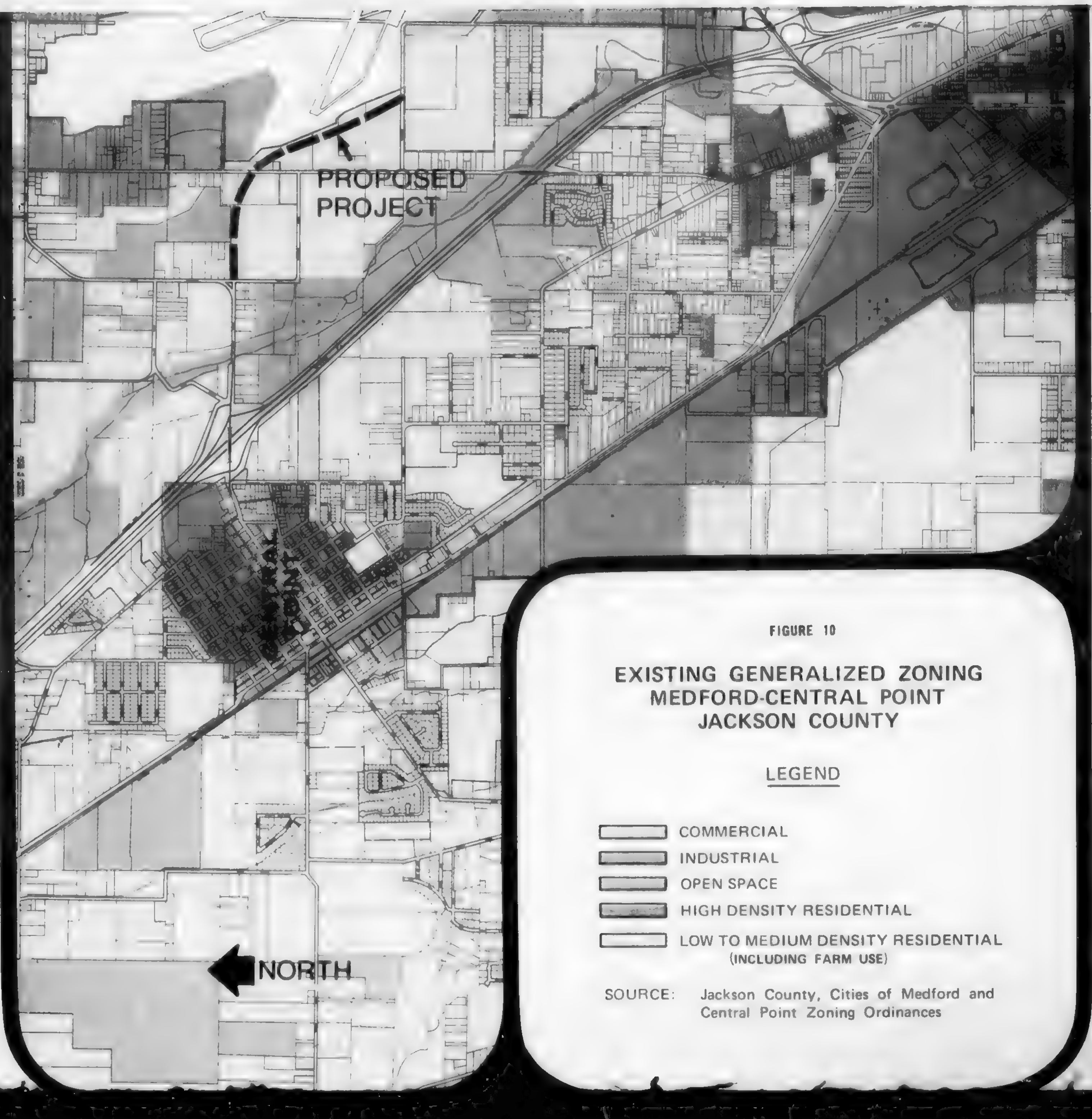
PROPOSED PROJECT
CENTRAL POINT
MEDFORD
NORTH
LEGEND
COMMERCIAL
INDUSTRIAL
OPEN SPACE
HIGH DENSITY RESIDENTIAL
LOW TO MEDIUM DENSITY RESIDENTIAL (INCLUDING FARM USE)

FIGURE 10

EXISTING GENERALIZED ZONING
MEDFORD-CENTRAL POINT
JACKSON COUNTY

SOURCE: Jackson County, Cities of Medford and Central Point Zoning Ordinances

As employment and population in the Medford urban area continue to grow, vacant and agricultural land at the urban fringe will come under pressure to be converted to urban use. The proposed project can be expected to attract and localize a certain portion of this growth in and around the new facility if the present zoning is not strictly enforced. Further development of the airport and airport-associated activities will be the major factor in determining type and extent of other development. The Biddle Road extension can be expected to encourage the general urbanization process, which would result in additional conversion of vacant and agricultural lands to residential, commercial, and industrial uses.

Although residential development, which is likely to occur with or without the project, may receive some stimulation, individual and small housing developments are effectively precluded by a moratorium policy on septic tanks within this area. Although sewer connections can be added, future residential development will probably be in the form of moderate- to large-scale subdivisions because of the initial cost of constructing sewer laterals. Because of the availability of access, initial development pressure will tend to be concentrated adjacent to the new roadway and, if allowed to occur, will be followed by a filling-in of remaining land.

Residential development, which may come as a result of the road improvement or regional population growth, can be seen as a general benefit to land development patterns in the area, as it would fill in an area previously subject to urban sprawl. The change would attract builders to lands that have already been passed over by sprawling residential developments farther out from the city. Residential areas are widely scattered throughout the valley today, and this project would encourage a more compact and contiguous urban form, which is generally considered to be efficient in terms of providing urban services and transportation systems to the population.

Some of the existing residential land uses fronting on Biddle Road, Table Rock Road, and Head Road could be expected to receive some adverse impacts from increased traffic, including traffic to and from Table Rock Road and the Central Point Interchange. These noise and congestion impacts can be expected to increase in severity as traffic volumes increase in the future and may lead to pressure for conversion to non-residential uses.

Medford-Jackson County Airport

The proposed project will significantly improve access to the Medford-Jackson County Airport from the Central Point Interchange and communities to the northwest. The proposed improvement complies with the long-range airport plan prepared in 1971. That plan calls for the shortening of the west end of crosswind runway 9-27 by 1,237 feet to allow conformance with current Federal Aviation Administration standards for clear zones. This action has already been completed and all of the clear zone for runway 9-27 lies within the airport property at the present time. As a result of this action, both the runway and the road will be able to operate without interfering with each other. Shortening the runway is not expected to have a significant effect on overall airport operation. Runway 9-27 will be utilized for light aircraft operation, and its width will be reduced from 150 feet to 75 feet.

The main instrument runway (14-32) and the proposed new parallel runway (14L-32R) would be unaffected by the improvement. The airport plan also calls for expanded air terminal facilities, additional parking, aircraft hangar and tie-down areas, all within the airport property. The various facilities are planned for maximum operational efficiency and effective use of the valuable airport property. The road improvement proposed in this project would complement these plans and assist in their effectuation.

Future growth of the airport, including increased services in the terminal area, will obviously contribute to the generation of ground traffic. The airport plan calls for a main airport access road forming a one-way loop extending east from Biddle Road, which would provide access to main commercial air traffic facilities and connect with systems of service roads serving other parts of the airport. Potential traffic congestion at the airport entrance should be reduced both by the airport plan and by this project. However, increases in non-airport traffic on Biddle Road may renew congestion at the airport entrance.

Traffic Projections

The proposed project will have some influence on general traffic patterns in the Medford-Central Point area and will have a significant impact on traffic patterns within the immediate vicinity of the project. The completion of the alignment from Biddle Road north and west to its intersection with Head Road will greatly facilitate traffic movements between the Central Point Interchange and the Medford Airport, and between the Central Point Interchange and the east side of the city of Medford. It will provide a supplemental route to Interstate 5 and the Rogue Valley Highway. The proposed project will improve access to the Medford Shopping

Center and other businesses along Biddle Road on the east side of the city. Because the project will provide a continuous alignment between the Central Point Interchange and Biddle Road, there will be significant changes in the traffic pattern on Hamrick Road, Airport Road, and Table Rock Road.

Table 9 in Appendix E gives traffic volume projections for 1974 and 1994 for various sections of roads affected by the proposed project. Figures 14 and 15, Appendix E, are maps which display this traffic data for each segment of roadway included in the table. An examination of the maps and tables indicates that the proposed project will bring about significant traffic reduction on both segments of Hamrick Road between Head Road and Table Rock Road, on Table Rock Road south of the proposed project intersection, and on Airport Road between Table Rock Road and Biddle Road. Traffic volumes would increase on Table Rock Road north of its intersection with the proposed project. It is estimated that by 1994 traffic volumes on the project section would reach 7400 ADT between Hamrick Road and Table Rock Road and 5400 ADT between Table Rock Road and Airport Road. This anticipated traffic volume is well within the design capacity of the proposed project and would reduce traffic on other streets within the immediate vicinity to volumes within their design capacity, with the exception of Table Rock Road north of its intersection with the proposed project. The BCATS report indicates that this segment of Table Rock Road should be widened to four lanes to accommodate anticipated 1985 traffic volumes.

Noise

To determine existing noise levels, sound measurements were taken at three sites along roadways that would be affected by the proposed project.

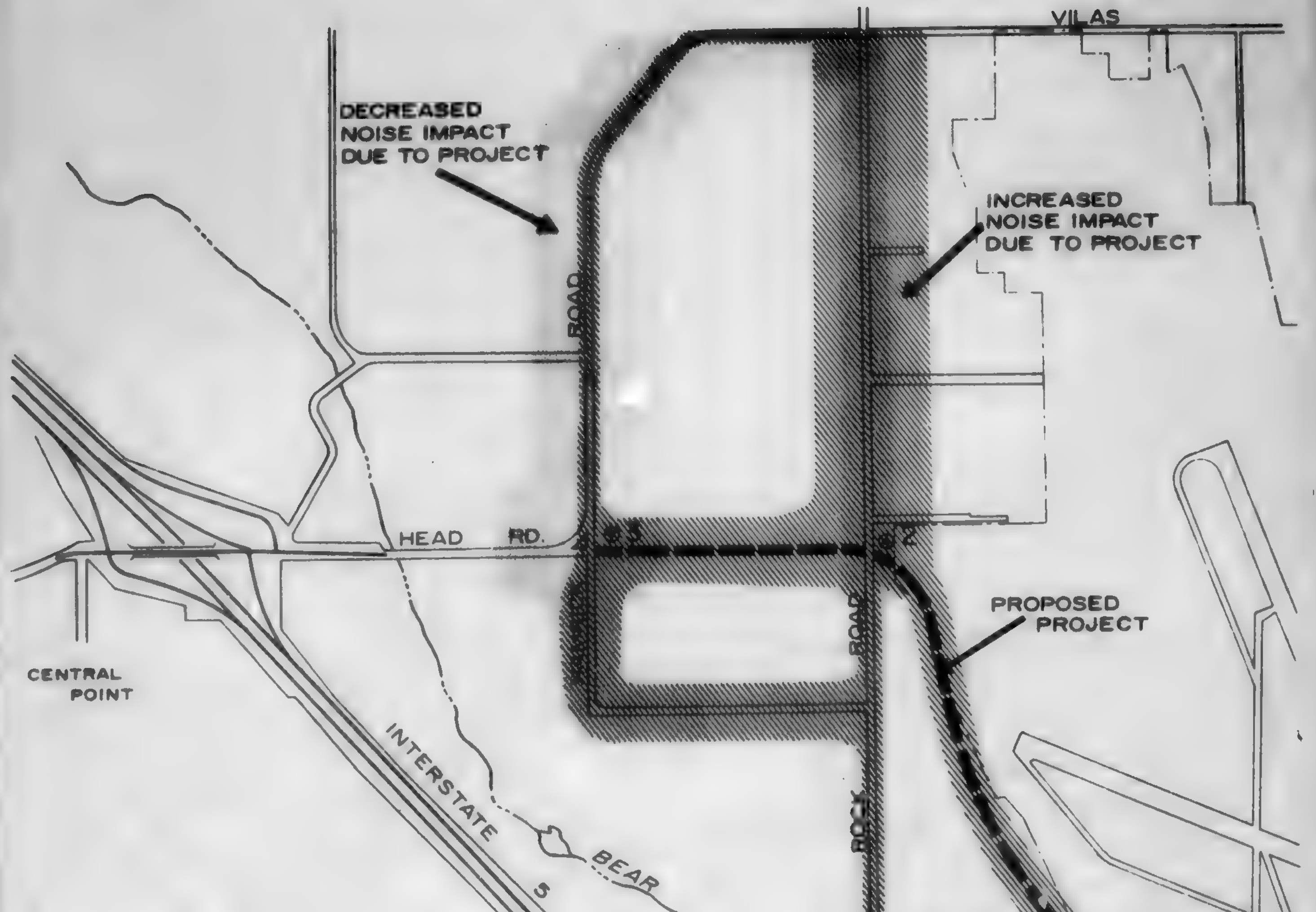
VILAS
DECREASED NOISE IMPACT DUE TO PROJECT
INCREASED NOISE IMPACT DUE TO PROJECT
ROAD
HEAD RD.
3
2
ROAD
PROPOSED PROJECT
CENTRAL POINT
INTERSTATE 5
BEAR CREEK
TABLE ROCK
AIRPORT ROAD
1
NORTH
0 800 1600 2400 3200
SCALE IN FEET
BIDDLE ROAD

FIGURE 11

SOUND IMPACTS

HEAD ROAD-AIRPORT ROAD SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

LEGEND

⊙	1974 MEASUREMENT STATION
▨	1994 BUILD L_{10}>70 DBA
░	1994 NO BUILD L_{10}>70 DBA

It was found that present noise levels at two of the three sites exceed Federal Highway Administration guidelines for residences.

Probable noise impact for 1994 was assessed by feeding existing sound measurements, traffic projections for peak truck hours (Table 7, Appendix C), and other data into a computer program developed for the Federal Highway Administration.[4] Noise level predictions for 1994 are diagrammatically shown on a sound impact map, Figure 10. The map indicates greater than 70 dBA sound contours at L_{10} for both the Build and No-Build Alternatives in 1994. Since the greater than 70 dBA L_{10} sound contours exceed the FHWA guidelines of 70 dBA L_{10} for residences, these shaded contour areas are adverse noise impact areas where noise guidelines are exceeded for residential use.

The adverse noise impacts associated with the proposed project will occur at residences near the proposed Hamrick Road-Head Road intersection and at residences along that portion of Table Rock Road north of Head Road. Noise from Hamrick Road, Table Rock Road south of Head Road, and Airport Road will decrease after completion of the proposed project.

Air Quality

Existing air pollution levels were evaluated and projections were made for future air quality impact for the years 1974 and 1994 with Build and No-Build Alternatives. The total emissions for all alternatives were calculated by considering such factors as distance of trips, average daily traffic, vehicle emissions, and speeds. A summary of existing and predicted total emissions is shown in Table 4.

[4] J. E. Wesler, Manual for Highway Noise Prediction, prepared by the Transportation Systems Center for the Department of Transportation (Washington D.C.: Department of Transportation, 1972).

TABLE 4

SUMMARY OF TOTAL EMISSIONS
(Tons/Year)

Pollutant	1974 No-Build	1974 Build	1994 No-Build	1994 Build
Carbon monoxides (CO)	257.7	244.7	103.3	91.1
Hydrocarbons (HC)	48.8	47.1	18.9	17.2
Nitrogen oxides (NO_x)	31.1	31.1	24.9	23.0
Lead particulates (Pb)	.45	.46	.38	.39

Source: Oregon State Highway Division Model.

The decreased carbon monoxide emissions in the Build proposals would result from unrestricted, constant-speed traffic. The decreased emissions between 1974 and 1994 would result from more stringent emission controls on vehicles and lower amounts of lead additives in gasoline. Nitrogen oxide emissions start at similar amounts for the alternatives and will decrease in future years. Lead particulate emissions would be higher if the project is built. This could be a small problem initially, but conditions would improve in the future. Both alternatives in 1974 would have similar high amounts of total emissions.

A mathematical model was used to predict the carbon monoxide concentrations along the proposed highway.[5] Results were compared with Oregon State Department of Environmental Quality standards to determine the air quality or impacts. The worst-case prediction is made, assuming a two-mile-per-hour wind from the south with a stability class "F." This condition is assumed because Medford is situated in a valley between two small ranges of mountains and is subject to inversions during worst-case meteorological conditions.

[5] California Line Source Model.

The 1974 Build Alternative, which would have total emissions that are nearly as high as those of the 1974 No-Build Alternative, would have road intersections with high traffic volumes. In order not to underestimate pollutant concentrations, high average daily traffic volumes were assumed for the entire length of Table Rock Road and the new section of Biddle Road. The average daily traffic speeds are 40 miles per hour for both roads. If the DEQ Air Quality standards are not violated in this worst-case situation, it is assumed that they will not be violated in either the Build or No-Build Alternative in 1994.

The resulting carbon monoxide concentrations show 3 mg/m^3 in the intersection of Table Rock Road and the new section of Biddle Road and drop off to 1 mg/m^3 at 100 feet downwind to the northwest or northeast of the roadway for the worst eight-hour conditions. Adding an assumed ambient background concentration of 3 mg/m^3 for small urban environments, the approximate concentrations for the roadway and the 100-foot distance are 6 mg/m^3 and 4 mg/m^3, respectively. Clearly, the worst-case conditions are below the 10 mg/m^3 maximum eight-hour standard. The DEQ Ambient Air Quality standard for carbon monoxide is 10 mg/m^3 (maximum eight-hour standard). Since all other alternatives have lower levels of carbon monoxide emissions and less concentrated traffic patterns, emissions from none of the alternatives would exceed State or Federal air quality standards. The Oregon State Highway Division has therefore determined that the proposed project is consistent with the goals of the State of Oregon Clean Air Act Implementation Plan. An air quality report has been sent to the Department of Environmental Quality for their concurrence.

Utilities and Services

The proposed project will have only minor impacts on existing utilities, including water, sewer, electric power, and telephone services. Some adjustments to existing utility lines will be required, but no service disruption or increased costs are anticipated as a result of construction. In addition, no major changes to existing service networks would be required in order to provide services to future developments which may be stimulated by the proposed project.

Safety

The proposed section should provide a significant reduction of accident potential. Of the 26 accidents occurring on this section in the last five years, 18 may have been preventable by the proposed facility. (This estimate is based on the assumption that traffic volumes would remain the same.) Proposed signalization of the Table Rock Road intersection would provide further accident prevention, although it might introduce some rear-end accidents.

The proposal would replace the two T-intersections (unsignalized at present) on Table Rock Road with a signalized four-way intersection. In terms of intersectional accidents, this improvement has the potential to decrease most types of accidents now occurring, except the rear-end type. Most of the non-intersectional accidents, including sideswipe, non-collision and fixed object types, would appear to be preventable by the new section. In general, it is estimated that about two out of three accidents might be averted by the new section, compared to the existing facility at the same traffic volume.

SUMMARY OF CONCERNS

Probable Adverse Environmental Impacts

Adverse economic impacts resulting from the proposed project appear to be minimal. There is some possibility of minor traffic shifts from ORE 99 to the new connection between the Central Point Interchange and Jackson Street in the central part of Medford. These minor traffic shifts could have some minimal effect on commercial and industrial uses now located along ORE 99 by reducing potential patronage. It is also possible that some residential areas near the project may be diminished in value for residential purposes because of increased traffic volume or proximity to the proposed new alignment of Biddle Road. Removal of approximately eleven acres of land from agricultural use (primarily fruit production) would have a minimal impact on agricultural activity in the valley. As mentioned previously, the possible spread of urbanization to this area, with or without the proposed project, will have a more adverse effect on agricultural activity than will the extension of Biddle Road. Removal of eleven acres of undeveloped or agricultural land from the tax rolls should be more than offset by increases in value elsewhere along Biddle Road because of the improved connection with the Central Point Interchange.

Pressure to convert to land uses inconsistent with existing zoning, particularly from Table Rock Road to the Central Point Interchange, will be increased by the project. Potential land-use conversion impacts could be mitigated by appropriate land-use planning by local governmental bodies.

The principal adverse environmental impact resulting from noise will occur on Table Rock Road from the intersection of the proposed project to Vilas Road. As mentioned previously, the present noise levels exceed Federal guidelines in two of the three locations studied for this proposal. The adverse impact will affect several existing houses bordering Table Rock Road. It is also anticipated that future traffic volumes along Table Rock Road will increase with traffic volume and time, even with the No-Build Alternative. Increased noise impact on the area along either side of the proposed project between Hamrick Road and Table Rock Road will involve one, possibly two, existing residences. Noise levels at the residences affected now exceed Federal guidelines, so the proposed project will not constitute a new adverse environmental factor.

The level of air pollutants within the project area after completion of construction will be well within State and Federal air pollution standards.

Adverse environmental impact on the natural habitat for birds and small mammals will be minimal. The habitat is similar throughout this general area, and no unique or unusual habitats are being removed by the proposed project.

Relationship Between Short-Term Use and Long-Term Productivity

The project would cause short-term disruption of agricultural activities in and near the right-of-way area and some inconvenience to people living in the area because of dust and noise during the construction period. There would be long-term positive impacts on travel within this area by simplification of traffic movements from the Central Point Interchange to the end of Biddle Road. It would also provide a safer and less congested route through the area. There may be some minor reduction in traffic volumes and congestion along ORE 99 as a result of the new route. Long-term changes in land-use patterns can and should be consistent with local comprehensive planning and zoning. Urban growth pressures will occur in the project area over time. The area adjacent to the airport north of the project area is planned and zoned for light industrial use. The area adjacent to the southeast leg of the alignment may in the future be converted to light industrial use. Ultimately the impacts will depend upon the County's and City's ability to follow through on their comprehensive planning and maintain appropriate zoning. In light of this probable development, the proposed route will become increasingly valuable in the future. People from Central Point going to Medford to shop at the Medford Shopping Center or work in businesses or industries on the east side of the city will have a safer and more economical route to travel.

Irreversible and Irretrievable Commitments of Resources

The costs of construction are estimated to be $900,000. The total estimated cost for acquiring right-of-way is $50,000. This money, if spent on the project, cannot be used on another public works facility. Eleven acres will have to be acquired for right-of-way, and nearly all of this property is presently in orchards. As a direct result of the project, the Bear Creek Valley will lose about eleven acres of agricultural property and, with adjacent development stimulated by the project, could lose more agricultural land in the future.

The commitment of land for arterial right-of-way precludes its use for other purposes. The possibility exists that the property within the right-of-way could at some later time be developed for other uses. However, sufficient land is available to absorb all growth anticipated in the foreseeable future. Continued use of this land for agricultural purposes is dependent upon the maintenance of the existing zoning by local governments. Pressure to convert to urban uses is expected to grow in the future.

Steps Taken To Minimize Harm

The alignment of the proposed project--by closely following the airport boundary and other property boundaries--was designed to avoid splitting parcels of property and orchards in ways which would reduce the value or function of these land uses. The alignment was also designed to minimize the taking of land suitable for other purposes by encroaching upon airport property zoned for this use only. Consideration was given to the reduction of the hazards of road approaches that this alignment would afford by abutting the airport property on the east for approximately 0.7-mile of the 1.2-mile length of the project. The proposed project does not require the removal of any residential, commercial, or industrial buildings, with the exception of a small pump house. A larger culvert will be installed at the low point of Table Rock Road in order to ease occasional flooding conditions which result from the impoundment of water by Table Rock Road. The existing airport cross-runway has been shortened on the northwest end so that the clear zone will begin just east of the project curb line.

Noise reduction measures have been considered, since adverse noise impacts of the project will occur at residences along the portion of Table Rock Road north of Head Road and on Hamrick Road adjacent to the project. Projected sound levels for these residences will be in excess of Federal Highway Administration standards, and practical means of reducing the noise to an acceptable level are not available. Construction of an adequate barrier or earth berm is not feasible because an earth berm or barrier would have to be continuous to be effective. Access roads would then have to be provided behind the berms to serve the existing residential driveways. Insufficient right-of-way exists to provide such a facility, and the proximity of the impacted property to the roadway would make this solution highly undesirable. Federal funds cannot be used for either insulating the dwelling units or for purchasing the houses or a noise easement. There are no other effective measures which could be employed in this situation which are within the jurisdiction of the Oregon State Highway Division. A variance to the guidelines will therefore be requested.

Potential noise pollution can be minimized in the future if zoning and subdivision ordinances are written to provide a sufficient setback distance from the highway and/or require buffer zones to aid noise level reduction. Zoning is the responsibility of local governments and is the most appropriate mitigation measure, as the traffic volumes along Table Rock Road and the subsequent noise levels will increase with time, with or without this project.

CONSIDERATION AND DISCUSSION OF COMMENTS

on the Draft Environmental Impact Statement and Public Hearing

Several written responses to the Head Road-Airport Road Draft Environmental Impact Statement were received. The complete letters are reproduced and contained in Appendix B. The comments which were extracted from these letters are indicated by a vertical bar and a number printed in the margin. The number indicates the location of the response in this section.

A hearing was held Tuesday, March 11, 1975, at Jackson County Courthouse. Several comments were received concerning right-of-way impacts to individual properties. The questions raised are a matter of right-of-way negotiation and are therefore not treated here.

Response to Comments by
SOIL CONSERVATION SERVICE

1. Comment:

We were unable to find any reference to seeding or planting vegetation for erosion control on disturbed areas and for beautification. In my opinion, your draft statement would be strengthened by a statement detailing the use of vegetation for these purposes.

Response:

Seeding and mulching for erosion control will be done where necessary. No landscaping is planned, as it is felt it would interfere with the scenic value of the natural vegetation and be inappropriate where the alignment is along an orchard.

Response to Comments by
DEPARTMENT OF COMMERCE

2. Comment:

Bench marks, triangulation stations, and traverse stations have been established by the National Geodetic Survey in the vicinity of the proposed project. Construction required for the project could result in destruction or damage to some of these monuments.

The National Geodetic Survey requires sufficient advance notification of impending disturbance or destruction of monuments so that plans can be made for their relocation. It is recommended that provision be made in the project funding to cover costs of monument relocation.

Response:

No National Geodetic Survey monuments will be affected by construction. Several section corners and D.L.C. monuments are affected and will be referenced by the County Surveyor prior to construction.

Response to Comments by
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

3. Comment:

Although some question arises why 1965 density figures were used in the Appendix B, Land Use, Table 7 on page 34 rather than the 1970 data which reflects a 32.1% increase in density for Area 1, this is not the major concern.

Response:

Net population density, as noted in Table 8 Appendix D, is population divided by residential acres. The 1965 densities were used rather than 1970 because 1970 residential acreage is not available. Hence, 1970 net population density cannot be computed.

4. Comment:

The concept of reducing the length of the cross-runway in order to meet clear zone standards precludes the use of that runway for larger aircraft.

If the Medford area has dynamic growth potential and you are also encouraging industrial development near the airport, it seems that the alternatives created by limiting the airport cross-runway may lead to further acquisition by the airport to serve increased future demands.

Response:

The Jackson County Airport has two runways: a 3,014-foot cross-runway and a 6,700-foot principal runway. Because of wind conditions in the Bear Creek Valley, larger aircraft do not need to use the cross-runway. It is used only by small, usually private, aircraft. There are no plans to lengthen the cross-runway; in fact, it recently was shortened by about 1,200 feet. Plans are underway for the County to purchase land for an extension of the main runway. These purchases will be made on the north, south and east ends of the airport area and are independent of the acquisition of right-of-way for the Head Road-Airport Road Section of Biddle Road.

5. Comment:

Most modern planning provides for special zoning around airports to provide height limitations, noise buffers or setbacks, provision for protection from light or radio interference and other protections for the airport itself rather than only from the airport.

Changing the "definition" or reducing the runway would seem to be at cross purposes with the objective of safety, comfort and growth.

Response:

There are no zoning ordinances or any other preventive laws that protect individuals from those activities intrinsic to airport operations.

In an effort to prevent any incompatible uses from occurring within the airport approach overlay, the County will be restricting the type of use in the approach area. In addition to this restricted use, it is the County's understanding that the airport will purchase those properties north of the airport that are adversely affected.

Response to Comments by DEPARTMENT OF THE INTERIOR

6. Comment:

Some discussion of the entire route, including the already completed sections, is incorporated in the document; however, this discussion is too general and this statement may not be in accord with Federal Highway Administration regulations as published in Section 771.5 of Chapter I of Title 23 CFR as published in the Federal Register, Volume 39, Number 232, Monday, December 2, 1974. We would suggest that the entire project be addressed as a whole, rather than in sections. A wholistic approach may prevent problems which could arise because of a commitment to one route, assessed in sections.

Response:

The DEIS for this project was initiated two years before the revised guidelines were published and was researched with previous standards in mind. In addition, the original five-stage project discussed in the DEIS is no longer viable. The Bear Creek Area Transportation Study is undergoing revision and will reflect this change. Extension of Biddle Road from Jackson Street to Barnett Road is no longer being considered because extensive damage to parklands would result from the project. Four-laning of Head Road from Hamrick Road to Central Point Interchange is still under consideration; however, no preliminary engineering exists for the project, and funding is questionable. Two of the sections have already been completed. As the subject section is justifiable on its own merits and solves a localized problem by eliminating several turning movements, it was determined that the public interest would best be served by completing the environmental impact statement over the single section rather than the whole arterial.

7. Comment:

We would also suggest that the graphics be clarified and additional graphics provided. Figures 4, 8, and 9 could be improved by indicating the location of the proposal as well as by the addition of "north" arrows. A map highlighting the route of the entire Biddle Road proposal should be provided, as well as a graphic presentation of the alternatives which were considered.

Response:

Several graphics have been revised.

8. Comment:

Discussions of recreation are notably absent in the statement. Although this proposal may not directly impact recreation, it may have secondary impacts on recreation areas through improved access. Jackson County, with assistance from the Land & Water Conservation Fund (L&WCF), is acquiring approximately 160 acres of land at Central Point for recreation purposes. The provision of improved access from Medford to this area should be addressed. We also note on Figure 8 that the proposed Bear Creek Greenbelt, of which the above acquisition is a part, is indicated. This Greenbelt proposal should be discussed narratively in the Final Environmental Impact Statement as it relates to the subject proposal.

Response:

See "Historic Properties and Public Lands," page 14.

9. Comment:

In compliance with Section 101(b)(4) of the National Environmental Policy Act, cultural resources should receive the same treatment as other aspects of the environment--i.e., they should be described, impacts of the proposal should be assessed, and mitigative measures should be offered.

Response:

See "Historic Properties and Public Lands," page 14.

10. Comment:

With regard to archeological resources, a proper first step in light of the above would be to carry out an archeological survey. This would provide an inventory upon which impacts could be identified. You may wish to contact Mr. David L. Cole of the University of Oregon or Dr. W. A. Davis of Oregon State University to arrange for this.

Response:

See "Historic Properties and Public Lands," page 14.

11. Comment:

There are two primary sources of information on historical resources. First, the "National Register of Historic Places" as published in the Federal Register of February 19, 1974, and monthly updates should be consulted. Second, the Oregon State Historic Preservation Officer should be consulted to determine sites which are eligible for the National Register. The results of these consultations should be reported and documented in the final statement.

Response:

See "Historic Properties and Public Lands," page 14.

12. Comment:

Page ii - We suggest that comments be solicited from: Mr. David Talbot, State Parks Superintendent, 300 State Highway Building, Salem, Oregon 97310; phone (503) 378-6305. Mr. Talbot is the State official responsible for the administration of the L&WCF.

Response:

Discussions have been held with State Parks and copies of the Draft Statement and this statement have been furnished to those responsible for the L&WCF.

13. Comment:

Page 2 - It is noted that "a bikeway facility is not included in the proposal." A discussion of the reasons for excluding this possibility should be provided since the proposed road may provide a natural corridor for cyclists from the Medford area to Central Point and the proposed Greenbelt along Bear Creek.

Response:

A citizens' advisory committee which will develop a comprehensive bikeway plan has just recently been formed. In the absence of an approved plan, the Jackson County Public Works Department felt that arbitrarily spending the limited bikeway funds on a portion of bikeway that would not connect with any existing or planned bikeway would be an inappropriate use of bikeway funds. In addition, the commercial and industrial development along Biddle Road between Crater Lake Highway and Airport Road and the possibility of similar development occurring between Airport Road and Table Rock Road along the proposed alignment make a bikeway in this area undesirable. The alignment and typical cross-section do not preclude the development of a bikeway in the future if it becomes desirable.

14. Comment:

Page 3, second paragraph - The discussion of land-use changes which will result from the project and the relationship of these changes to local plans should be made more specific.

Response:

The text and land-use maps have been revised.

15. Comment:

Page 19, second paragraph - A graphic presentation of the airport growth as discussed in this paragraph would add to the clarity of the statement.

Response:

The suggested graphic presentation has been included.

See Figure 5 following page 9.

16. Comment:

Page 25, Alternatives and Reason for Project Selection - This section seems to have been included "pro forma" in the statement. A serious consideration of meaningful alternatives is not evident; also, discussion of the "no action" alternative is lacking. A more extensive exploration of alternatives, including graphics, should be provided in the Final Statement.

Response:

The "Alternatives" section has been revised. See page 5.

Response to Comments by
FEDERAL AVIATION ADMINISTRATION

17. Comment:

The proposed project should be coordinated in accordance with Federal Aviation Regulations Part 77 for the evaluation of potential obstructions.

We also note that a land-use and master planning study for the Medford-Jackson County Airport is presently being prepared by Arnold Thompson Associates, Inc., and we suggest that you contact Mike Shutt, West Coast Office, Post Office Box 8368, San Francisco International Airport, San Francisco, CA (telephone 415/692-3786) for further information on this study.

Response:

The proposed project has been coordinated with the airport manager, who is familiar with the airport master planning study. No conflicts with the plan have been reported.

Response to Comments by
CITY OF MEDFORD

18. Comment:

Page four of the analysis refers to the project being partially within an important agricultural area due to its location within the Bear Creek Alluvial Plain. Then it goes on to say that urban growth pressures may cause this productive agricultural area to be converted to more intense urban land uses. It is true to say that urban growth pressures will eventually remove the existing agricultural activities in favor of urban and suburban density residential uses, but every attempt should and will be made that this agricultural land not be so converted until it is found to be absolutely essential to satisfy demands for such development purposes. It is further hoped that the location of the roadway will not intensify this pressure for conversion. Yet in other statements in the report (page six) it is noted that the project area will provide an alternate business route into Medford that will "...stimulate commercial and industrial development at appropriate locations along the way into the central part of the city." It appears that this report does recognize that influences such as the construction of the road will speed up the process of converting the agricultural land to other, more intense land-use developments. It is my concern that such will not be the case.

Response:

The EIS has been revised to reflect the existing zoning and comprehensive plan for this area. The soil type, topography and availability of transportation facilities make this area suitable for a broad range of land uses. It is the responsibility of the County Planning Commission and Planning Department to determine what combination of uses is the most appropriate and to zone accordingly.

19. Comment:

The fact that this new alignment stimulates new business should only be viewed as a secondary result (and that not necessarily being a positive effect either) of making provision for carrying large volumes of traffic through a particular area. The encouragement of either commercial or industrial development does not appear to be, nor should it be, the primary motivating factor in establishing this alignment, yet much emphasis is placed on this resulting effect on page sixteen. The highway is not constructed for the benefit of abutting property owners nor any commercial or industrial uses that should eventually locate along that alignment but instead the benefits are for the public by providing an efficient and convenient movement of motoring traffic through the area. As stated above, the stripping of commercial or industrial uses along such a new alignment will both reduce the effectiveness of the major highway as well as create traffic conflicts at egress/ingress points for each of those businesses (typical North Pacific Highway style). This all results in a reduction of the effectiveness of the major highway thus detracting from the original intent of that highway. For these reasons, it should be emphasized that at all costs the existing agricultural uses presently being conducted within this area should be strongly encouraged.

Response:

While it is normally not the purpose of highway construction to stimulate specific land uses, transportation systems can and should be planned to serve the land use planned for an area.

The DEIS states that "Improved access resulting from this proposed project should further stimulate commercial and industrial development in the area." This statement is not intended to indicate that stimulation of development is the goal of the project, but rather that it is a probable impact. The word "area" refers to the general project area and is not limited to property immediately adjacent to the roadway. As the area abutting Table Rock Road just north of the project and the area south of Airport Road on Biddle Road are either zoned or planned for light industrial or commercial use, we feel the statement is appropriate.

The encouragement of agricultural land use is not within the power of the Oregon State Highway Division or the Jackson County Public Works Department. Such land use is dependent on zoning and tax structure as well as the economic climate and demographic characteristics of the area.

20. Comment:

The statements on page eighteen regarding the noise and congestion impacts upon the abutting properties does recognize that when traffic volumes increase in the future there may be pressure for conversion to non-residential uses. However, it should be shown that the continued pursuit of agricultural activities would not be impacted by such traffic volumes, noise or congestion. This further supports the view that agricultural activity should be encouraged and would in fact be a minimal impact upon the safe and efficient utilization of the new highway section.

Response:

We agree that agricultural activities would not be adversely impacted by traffic volumes, noise or congestion.

21. Comment:

In view of the above concerns for avoiding strip commercial or industrial developments along this alignment, limiting access to only street intersections would be the most ideal solution.

Response:

The Jackson County Department of Public Works does not agree with the concept of limited access on county roads. It is felt that the discouragement of strip commercial or industrial development could best be handled by proper zoning.

Response to Comments by
JACKSON COUNTY PARKS AND RECREATION ADVISORY BOARD

22. Comment:

Since the proposed road serves residential areas now and in the future (area zoned for residential), strong consideration should be given to a bikeway on all or part of the project. This road as mentioned will become a major access to the regional fair-recreation center. Both children and adults will walk or bike ride to this facility, especially in the Table Rock Section west. This route could also provide a possible key link for the area to the Bear Creek Greenway and its proposed trail system. I recommend a bike-pedestrian way be considered in this project.

Response:

See the response to comment #13.

Response to Comments by JACKSON COUNTY PLANNING COMMISSION

23. Comment:

Beginning on page 3, paragraph 3 - "Changes in land use which are likely to occur as a result of the project appear to be consistent with the long-range plan of local governments concerned."

The statement is elusive and infers that any change or pressure for change is consistent with the plans of local government.

Historically, development of major arterials in Jackson County has promoted development of immediately adjacent lands particularly for commercial or light industrial uses. If this statement infers that commercial or industrial development of lands in the project area is consistent with the Comprehensive Plan for Jackson County, then the statement is incorrect and should be changed.

Response:

This statement has been revised to reflect the current Comprehensive Plan for Jackson County. See page 22, paragraph 4.

24. Comment:

Page 3, paragraph 1 - "The project area is above the floodplain on a level to gently rolling river terrace and, for the most part, passes through undeveloped land."

The project, for the most part, passes through land that is intensively developed for agricultural uses.

Response:

The EIS has been amended to read "agricultural land" in place of "undeveloped land."

25. Comment:

Page 4, paragraph 2 - In summary, this paragraph indicates the project area has some value for agriculture, however, will succumb to urban pressure so no impact will result.

This is a very assumptive statement and is obviously not based on review of the present productivity of the orchards in the area or the soil classifications for agricultural uses. The portion of the statement indicating urban growth pressures will remove the agricultural use anyway is non-supportable. The farmland in the area is planned and zoned for this use. This Commission does not recognize the need for change to urban land uses in this area nor do we believe it will happen without serious consideration by local government.

Response:

The soils in the project area are of variable agricultural usefulness; however, most of the soil is considered of reasonably high quality. The proximity of the area to the urbanized areas of Medford and Central Point make it attractive for urban uses also. Construction of the proposed project will make the area even more attractive for development. Whether or not the development occurs depends upon the County's ability to maintain the current zoning. The land-use impact section of this FEIS has been revised to reflect the current Comprehensive Plan for Jackson County.

26. Comment:

Page 6, paragraph 2, last sentence - The term undeveloped is again used. This appears to indicate the land has no recognized use nor importance of value. It also indicates the project will benefit development of the so-called undeveloped land.

This may seem somewhat minor, however, it clearly indicates to the Planning Commission that impact statement has either not recognized the present Comprehensive Plan or zoning of the area or the person or persons writing the report have chosen to make their own assumptions on future land use.

Response:

The statement has been revised based on the most current information at the time of writing.

27. Comment:

Page 16, last paragraph; page 17, paragraph 1 - The report in this phase apparently recognizes the agricultural land in the area, however, continues with the same assumption, that commercial-industrial development along the roadway is consistent with the County Comprehensive Plan.

The report admittedly states the project would provide a stimulus for this type of growth which is true; however, this stimulus is most certainly not consistent with the present Comprehensive Plan for Jackson County.

Response:

The impacts section concerning land use has been revised. See pages 19 through 25.

28. Comment:

Page 17, paragraphs 3 and 4 - Again the report makes assumptions on development in the area. This time directed towards residential use. The report indicates this growth will be a general benefit to the area as it will reduce urban sprawl.

It seems to this Commission what the report is talking about would be urban sprawl.

Other areas in the report where similar assumptions are made are found on pages 24-27. In each case it is indicated urbanization of the area is being planned for by local governments. This of course is not the case as shown previously.

Response:

The section concerning land-use impacts has been revised to reflect current planning and zoning for the project area. See pages 19 through 25.

Response to Comments by
MEDFORD WATER COMMISSION

29. Comment:

Review of the Environmental Impact Statement for the proposed project revealed a discrepancy on page 24 of said report.

> "Utilities and Services
>
> The proposed project will have only minor impacts on existing utilities, including water, sewer, electric power, and telephone services. Some adjustments to

> existing utility lines will be required but no service disruption or increased costs are anticipated as a result of construction..."

Preliminary evaluation of the project indicates the proposed grade change on Table Rock Road will necessitate removing and replacing approximately 220 feet of 30-inch ductile iron pipeline. This would require an extensive "shutdown" of the system supplied by the Duff Treatment Plant.

The estimated cost for removing and replacing the 30-inch pipeline is approximately $18,500.

The plan and profile drawings indicate a proposed cut of approximately 3.56 feet. If the cut could be restricted to 2.2 feet this would furnish a minimum of 2.5 feet of cover over the existing pipeline and eliminate the relocation expense.

Another possibility would be to extend the resurfacing distance north and south on Table Rock Road. Revising the grade on the north and south approach to the hill and lowering the hill somewhat might yield the same effect as cutting the hill 3.56 feet. Has this been investigated and a cost computed vs. the cost of lowering the 30-inch pipeline?

At the informal information hearing on March 11, 1975, Mr. Earl Purdy mentioned the possibility of extending the shoulder above the pipeline and placing a concrete cap over the pipeline to provide adequate protection.

It is felt that prior to final design that all alternates should be investigated and the most practical and economical solution to the problem be selected.

Response:

As the result of this comment, the Medford Water Commission was asked to generate some design alternatives which would meet their needs. One of the alternatives was selected, and the design was revised accordingly, resulting in an estimated savings of $22,000 in construction and right-of-way costs.

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APPENDIX A

Letter From State Historic Preservation Office

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 13, 1975

Dwight A. Smith, Project Manager
Environmental Section
State Highway Building
Salem, OR 97310

Dear Mr. Smith:

Our office has reviewed the proposed project for Head Road - Airport Road Section, Biddle Road, Jackson County.

We have determined that there are no sites listed on either the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings. To our knowledge no significant events occurred in this area, and it does not appear that an extensive historic sites inventory for the area will be necessary.

Sincerely,

Paul B. Hartwig
Paul B. Hartwig
Park Historian

/gp

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

APPENDIX B

Letters From Respondents To The Draft Environmental Impact Statement

APPENDIX B

LETTERS FROM RESPONDENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Head Road-Airport Road Seciton, Biddle Road, FAS 15-107, Jackson County, Oregon, Draft Environmental Impact Statement was released to the Council on Environmental Quality and the public on December 2, 1974.

A listing of those governmental agencies and other groups from which comments on the draft statement were solicited appears in the "Summary" at the beginning of this document.

An index of letters from the organizations commenting on the draft statement is provided below. Copies of the letters follow. Responses to specific comments are to be found in the "Response to Comments" section on page

Index of Letters

Organization	Date	Page
U.S. Department of Agriculture Soil Conservation Service	Dec. 16, 1974	B-1
U.S. Department of Army Portland District, Corps of Engineers	Dec. 31, 1974	B-2
U.S. Department of Commerce The Assistant Secretary for Science & Technology	Dec. 19, 1974	B-3
U.S. Department of Housing & Urban Development	Dec. 12, 1974	B-4
U.S. Department of Interior Office of the Secretary	Jan. 22, 1975	B-5
U.S. Department of Transportation		
Federal Aviation Administration	Dec. 6, 1974	B-8
United States Coast Guard	Dec. 16, 1974	B-9
U.S. Environmental Protection Agency	Jan. 13, 1975	B-10

State of Oregon Executive Department Local Government Relations Division[1]	Jan. 14, 1975	B-11
City of Central Point Office of the Mayor	Mar. 11, 1975	B-12
City of Medford Building and Planning Division	Jan. 14, 1975	B-13
Jackson County		
Parks and Recreation Advisory Board	Jan. 6, 1975	B-15
Jackson County Planning Commission	No Date	B-16
Medford Water Commission	Mar. 18, 1975	B-18

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[1] Now the Intergovernmental Relations Division.

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street, Portland, Oregon 97205

December 16, 1974

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed your Draft Environmental Statement, Head Road-Airport Section, Biddle Road, FAS 15-107, Jackson County, Oregon.

We were unable to find any reference to seeding or planting vegetation for erosion control on disturbed areas and for beautification. In my opinion, your draft statement would be strengthened by a statement detailing the use of vegetation for these purposes. 1

We appreciate the opportunity to review and comment on your draft environmental statement.

Sincerely yours,

William A Dugan
Acting
James W. Mitchell
State Conservationist

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:

31 December 1974

NPPEN-EQ

Project Management Section
State Highway Division
Salem, Oregon 97310

Dear Sirs:

The draft environmental statement for Head Road - Airport Section, Biddle Road Jackson County, Oregon, has been reviewed with respect to the Corps of Engineers' area of responsibility of navigation, flood control, and hydropower.

After review of the draft statement, we find that the proposed activities do not impact those areas of our interest and responsibility; therefore, we have no comments to make.

We appreciate the opportunity to review and comment on the draft environmental statement prepared by your agency.

Sincerely yours,

L J Stein

L. J. STEIN
Chief, Engineering Division

B-3

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

December 19, 1974

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

The draft environmental impact statement for Head Road - Airport Road Section Biddle Road, FAS 15-107 Jackson County, Oregon which accompanied your letter of November 27, 1974, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Bench marks, triangulation stations, and traverse stations have been established by the National Geodetic Survey in the vicinity of the proposed project. Construction required for the project could result in destruction or damage to some of these monuments.

2

The National Geodetic Survey requires sufficient advance notification of impending disturbance or destruction of monuments so that plans can be made for their relocation. It is recommended that provision be made in the project funding to cover costs of monument relocation.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
PORTLAND AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

REGION X
Arcade Plaza Building
1321 Second Avenue
Seattle, Washington 98101

December 12, 1974

IN REPLY REFER TO:

Mr. George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Subject: Draft Environmental Statement
Head Road-Airport Road Section
Biddle Road, FAS 15-107
Jackson County

Thank you for the opportunity to review the draft environmental impact statements transmitted November 27, 1974.

Although some question arises why 1965 density figures were used in the Appendix B, Land Use, Table 7 on page 34 rather than the 1970 data which reflects a 32.1% increase in density for Area 1, this is not the major concern. 3

The concept of reducing the length of the cross-runway in order to meet clear zone standards precludes the use of that runway for larger aircraft.

If the Medford area has dynamic growth potential and you are also encouraging industrial development near the airport, it seems that the alternatives created by limiting the airport cross-runway may lead to further acquisition by the airport to serve increased future demands. 4

Most modern planning provides for special zoning around airports to provide height limitations, noise buffers or setbacks, provision for protection from light or radio interference and other protections for the airport itself rather than only from the airport. 5

Changing the "definition" or reducing the runway would seem to be at cross purposes with the objective of safety, comfort and growth.

Only the land use and housing is within my specific expertise, however, our concerns relate to both the primary and secondary impacts as the routing of the proposal effects and is effected by growth directing activities.

Thank you again for the opportunity to comment.

Sincerely,

Clifford T. Safranski
Environmental Clearance Officer

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

January 22, 1975

ER-74/1491

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Divsion
300 State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

In response to your memorandum of November 27, 1974, we have reviewed the Draft Environmental Impact Satement for Head Road, Airport Road Section, Biddle Road, Jackson County, Oregon.

GENERAL COMMENTS

Some discussion of the entire route, including the already completed sections, is incorporated in the document; however, this discussion is too general and this statement may not be in accord with Federal Highway Administration regulations as published in Section 771.5 of Chapter I of Title 23 CFR as published in the Federal Register, Volume 39, Number 232, Monday, December 2, 1974. We would suggest that the entire project be addressed as a whole, rather than in sections. A wholistic approach may prevent problems which could arise because of a commitment to one route, assessed in sections. 6

We would also suggest that the graphics be clarified and additional graphics provided. Figures 4, 8, and 9 could be improved by indicating the location of the proposal as well as by the addition of "north" arrows. A map highlighting the route of the entire Biddle Road proposal should be provided, as well as a graphic presentation of the alternatives which were considered. 7

Discussions of recreation are notably absent in the statement. Although this proposal may not directly impact recreation, it may have secondary impacts on recreation areas through improved access. Jackson County, with assistance from the Land & Water Conservation Fund (L&WCF), is acquiring approximately 160 acres of land at Central Point for recreation purposes. The provision of improved access 8 from Medford to this area should be addressed. We also note on Figure 8 that the proposed Bear Creek Greenbelt, of which the above acquisition is a part, is indicated. This Greenbelt proposal should be discussed narratively in the final environmental impact statement as it relates to the subject proposal. 8

In compliance with Section 101(b)(4) of the National Environmental Policy Act, cultural resources should receive the same treatment as other aspects of the environment--i.e., they should be described, impacts of the proposal should be assessed, and mitigative measures should be offered. 9

With regard to archeological resources, a proper first step in light of the above would be to carry out an archeological survey. This would provide an inventory upon which impacts could be identified. You may wish to contact Mr. David L. Cole of the University of Oregon or Dr. W. A. Davis of Oregon State University to arrange for this. 10

There are two primary sources of information on historical resources. First, the "National Register of Historic Places" as published in the Federal Register of February 19, 1974, and monthly updates should be consulted. Second, the Oregon State Historic Preservation Officer should be consulted to determine sites which are eligible for the National Register. The results of these consultations should be reported and documented in the final statement. 11

SPECIFIC COMMENTS

Page ii - We suggest that comments be solicited from: Mr. David Talbot, State Parks Superintendent, 300 State Highway Building, Salem, Oregon 97310; phone (503) 378-6305. Mr. Talbot is the state official responsible for the administration of the L&WCF. 12

Page 2 - It is noted that "a bikeway facility is not included in the proposal." A discussion of the reasons for excluding this possibility should be provided since the proposed road may provide a natural corridor for cyclists from the Medford area to Central Point and the proposed Greenbelt along Bear Creek. 13

Page 3, second paragraph - The discussion of land use changes which will result from the project and the relationship of these changes to local plans should be made more specific. 14

Page 19, second paragraph - A graphic presentation of the airport growth as discussed in this paragraph would add to the clarity of the statement. 15

Page 25 - Alternatives and Reason for Project Selection - This section seems to have been included "pro forma" in the statement. A serious 16 consideration of meaningful alternatives is not evident; also, discussion of the "no action" alternative is lacking. A more extensive exploration of alternatives, including graphics, should be provided in the final statement. 16

Sincerely yours,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant
to the Secretary

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING BOEING FIELD
SEATTLE WASHINGTON 98108

DATE: DEC 6 1974

IN REPLY REFER TO: ANW-613

SUBJECT: Draft Environmental Statement; Head Road-Airport Road Section, Biddle Road, FAS 15-107, Jackson County; your memo of 11/27/74

FROM: Chief, Airports Planning Branch, ANW-610

TO: G. N. Hopkins, Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

The proposed project should be coordinated in accordance with Federal Aviation Regulations Part 77 for the evaluation of potential obstructions. 17

We also note that a land use and master planning study for the Medford-Jackson County Airport is presently being prepared by Arnold Thompson Associates, Inc., and we suggest that you contact Mike Shutt, West Coast Office, Post Office Box 8368, San Francisco International Airport, San Francisco, CA (telephone 415/692-3786) for further information on this study.

George L. Buley

GEORGE L. BULEY

cc:
Mike Shutt
Ron Fields

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (m)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

5922/19-1
Ser mep 1533
16 DEC 1974

G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Draft EIS, Head Road - Airport Road Section, Jackson County, Oregon

Dear Mr. Hopkins:

Thank you for the opportunity to review this project. The Thirteenth Coast Guard District has no comments.

Sincerely,

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO
ATTN OF: 10RAOFA - M/S 623

January 13, 1975

George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed the draft environmental impact statement for the "Head Road - Airport Road Section, Biddle Road, FAS 15-107."

Our comments on this draft statement have been classified LO-1, LO (Lack of Objections) 1 (Adequate Information). The classification and the date of the Environmental Protection Agency's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our review on proposed Federal actions under Section 309 of the Clean Air Act.

Thank you for the opportunity to review this draft statement.

Sincerely yours,

for Walter D. Jaspers
Director
Office of Federal Affairs

1859

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

S. Hansell
Director

January 14, 1975

Mr. G. N. Hopkins, Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Re: Head Road-Airport Road Section
Draft Environmental Impact Statement
PNRS #7412 4 160

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The consensus among reviewing agencies was that the draft adequately described the environmental impact of your proposal.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

William M Brown

William M. Brown
Acting Administrator

WMB:Lm

250 E. PINE ST. CENTRAL POINT, OREGON 97501 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

March 11, 1975

Mr. Tam Moore
Chairman
Jackson County Board of Commissioners
Jackson County Courthouse
Medford, Oregon 97501

Dear Mr. Chairman and Commissioners:

The City of Central Point would like to go on record as supporting the Biddle Road Construction Project. With all of the current development planned east of Interstate 5 it is evident that the Biddle Road Project is a necessary and well thoughtout improvement. I and my Council would like to point out the need for further consideration of improving Pine Street and the Head Road overcrossing at Interstate 5 based on the proposed location and design of the current project.

Very truly yours,

Jim A McBee

Jim A. McBee
Mayor
City of Central Point

JAM:jcc

COMMUNITY DEVELOPMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

January 14, 1975

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Atten: Environmental Department

Re: **Draft Environmental Impact Statement for the Head Road-Airport Road Section of Biddle Road**

The following is a presentation of comments relative to statements presented in the above referenced environmental impact statement for your consideration.

18 Page four of the analysis refers to the project being partially within an important agricultural area due to its location within the Bear Creek Alluvial Plain. Then it goes on to say that urban growth pressures may cause this productive agricultural area to be converted to more intense urban land uses. It is true to say that urban growth pressures will eventually remove the existing agricultural activities in favor of urban and suburban density residential uses, but every attempt should and will be made that this agricultural land not be so converted until it is found to be absolutely essential to satisfy demands for such development purposes. It is further hoped that the location of the roadway will not intensify this pressure for conversion. Yet in other statements in the report (page six) it is noted that the project area will provide an alternate business route into Medford that will "...stimulate commercial and industrial development at appropriate locations along the way into the central part of the city." It appears that this report does recognize that influences such as the construction of the road will speed up the process of converting the agricultural land to other, more intense land use developments. It is my concern that such will not be the case.

19 The fact that this new alignment stimulates new business should only be viewed as a secondary result (and that not necessarily being a positive affect either) of making provision for carrying large volumes of traffic through a particular area. The encouragement of either commercial or industrial development does not appear to be, nor should it be, the primary motivating factor in establishing this alignment,

yet much emphasis is placed on this resulting affect on page sixteen. The highway is not constructed for the benefit of abutting property owners nor any commercial or industrial uses that should eventually locate along that alignment but instead the benefits are for the public by providing an efficient and convenient movement of motoring traffic through the area. As stated above, the stripping of commercial or industrial uses along such a new alignment will both reduce the effectiveness of the major highway as well as create traffic conflicts at egress/ingress points for each of those businesses (typical North Pacific Highway style). This all results in a reduction of the effectiveness of the major highway thus detracting from the original intent of that highway. For these reasons, it should be emphasized that at all costs the existing agricultural uses presently being conducted within this area should be strongly encouraged. 19.

The statements on page eighteen regarding the noise and congestion impacts upon the abutting properties does recognize that when traffic volumes increase in the future there may be pressure for conversion to non-residential uses. However, it should be shown that the continued pursuit of agricultural activities would not be impacted by such traffic volumes, noise or congestions. This further supports the view that agricultural activity should be encouraged and would in fact be minimal impact upon the safe and efficient utilization of the new highway section. 20

In view of the above concerns for avoiding strip commercial or industrial developments along this alignment, limiting access to only street intersections would be the most ideal solution. 21

Sincerely,

Richard A. Ullian

Richard A. Ullian, Manager
Building & Planning Division

RAU:vr

cc: Duane Scroggins
Director-Public Works

JACKSON COUNTY
PARKS AND RECREATION ADVISORY BOARD
COURTHOUSE, MEDFORD, OREGON PHONE 773-6211, EXT. 249

January 6, 1975

Mr. R.L.Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Re: Biddle Road, Head Road to Airport Road Section
FAS 15-107

I have reviewed the Draft of the Environmental Impact Statement for this proposal and have the following comments:

1. I believe it is an excellent and much needed project.

2. This road will serve the Fairgrounds/Exposition and Regional Park site to be constructed at the terminus of the project on Head Road at Interstate 5 interchange. The proposed road will become the major access to this facility from the East Medford area and peak loading of the system will occur at various times when events are held, such as the Jackson County Fair.

3. Since the proposed road serves residential areas now and in the future (area zoned for residential), strong consideration should be given to a bikeway on all or part of the project. This road as mentioned will become a major access to the regional fair-recreation center. Both children and adults will walk or bike ride to this facility, especially in the Table Rock section west. This route could also provide a possible key link for the area to the Bear Creek Greenway and its proposed trail system. I recommend a bike-pedestrian way be considered in this project. 22

Sincerely,

PARKS AND RECREATION

Neil J. Ledward

Neil J. Ledward
Director

NJL/bc

cc: Division Engineer, Federal Highway Administration
Board of County Commissioners
Bob Morris

COMMENTS OF THE JACKSON COUNTY PLANNING COMMISSION REGARDING THE ENVIRONMENTAL IMPACT STATEMENT FOR THE HEAD RD-AIRPORT ROAD EXTENSION.

As the Planning Commission understands it, this period of time in the Head Road-Airport Road extension,proposal has been set aside to obtain comment on the Draft Environmental Impact Statement prepared on the project by the State Highway Division.

It is also the understanding of the Commission that additional hearings will be held on the project before construction bids or right-of-way lands are purchased; therefore, the Commissions comments are limited only to the impact statement itself.

Beginning on Page 3, paragraph 3 - "Changes in land use which are likely to occur as a result of the project appear to be consistent with the long range plan of local governments concerned."

The statement is elusive and infers that any change or pressure for change is consistent with the plans of local government. 23

Historically, development of major arterials in Jackson County has promoted development of immediately adjacent lands particularly for commercial or light industrial uses. If this statement infers that commercial or industrial development of lands in the project area is consistent with the Comprehensive Plan for Jackson County, then the statement is incorrect and should be changed.

Page 3, paragraph 1 - "The project area is above the floodplain on a level to gently rolling river terrace and, for the most part, passes through undeveloped land." 24

The project, for the most part, passes through land that is intensively developed for agricultural uses.

Page 4, paragraph 2 - In summary, this paragraph indicates the project area has some value for agriculture, however, will succumb to urban pressure so no impact will result.

This is a very assumptive statement and is obviously not based on review of the present productivity of the orchards in the area or the soil classifications 25 for agricultural uses. The portion of the statement indicating urban growth pressures will remove the agricultural use anyway is non-supportable. The farm land in the area is planned and zoned for this use. This commission does not recognize the need for change to urban land uses in this area nor do we believe it will happen without serious consideration by local government.

Page 6, paragraph 2, last sentence - The term undeveloped is again used. This appears to indicate the land has no recognized use nor importance of value. It also indicates the project will benefit development of the so-called undeveloped land. 26

This may seem somewhat minor, however, it clearly indicates to the Planning Commission that impact statement has either not recognized the present comprehensive plan or zoning of the area or the person or persons writing the report have chosen to make their own assumptions on future land use.

Page 16, last paragraph, Page 17, paragraph 1 - The report in this phase apparently recognizes the agricultural land in the area, however, continues with the same assumption, that commercial-industrial development along the roadway is consistent with the County Comprehensive Plan. 27

The report admittedly states the project would provide a stimulus for this type of growth which is true, however, this stimulus is most certainly not consistent with the present Comprehensive Plan for Jackson County.

Page 17, paragraph 3 & 4 - Again the report makes assumptions on development in the area. This time directed towards residential use. The report indicates this growth will be a general benefit to the area as it will reduce urban sprawl.

It seems to this commission what the report is talking about would be urban sprawl. 28

Other areas in the report where similar assumptions are made are found on pages 24 - 27. In each case it is indicated urbanization of the area is being planned for by local governments. This of course is not the case as shown previously.

Summary - To summarize the Planning Commission comments on the impact statement. The following statements are offered.

> The proposed alignment does have the least disruption to land uses in the area and is favored by the Planning Commission over the other alternatives.
>
> The impact statement needs to be corrected in those areas where future land use is discussed.
>
> The impact statement needs to recognize the existing Comprehensive Plan and zoning regulations in the area and make reference to them.

Submitted by,

Dorothy Simpson LH

Dorothy Simpson, Chairman
Jackson County Planning Commission

MEDFORD WATER COMMISSION

"A Mountain Spring In Every Home"

411 WEST 8th STREET
MEDFORD, OREGON 97501
PHONE (503) 773-7355

March 13, 1975

Jackson County Public
Works Department
200 Antelope Road
White City, Oregon 97501

Attention: Robert S. Carstenson
Department of Public Works

Re: Head Road - Airport Road Section
Biddle Road FAS 15-107

Gentlemen:

Review of the environmental impact statement for the proposed project revealed a discrepancy on Page 24 of said report.

> "Utilities and Services
>
> The proposed project will have only minor impacts on existing utilities, including water, sewer, electric power, and telephone services. Some adjustments to existing utility lines will be required but no service disruption or increased costs are anticipated as a result of construction..."

29 Preliminary evaluation of the project indicates the proposed grade change on Table Rock Road will necessitate removing and replacing approximately 220 feet of 30-inch ductile iron pipeline. This would require an extensive "shutdown" of the system supplied by the Duff Treatment Plant.

The estimated cost for removing and replacing the 30-inch pipeline is approximately $18,500.

The plan and profile drawings indicate a proposed cut of approximately 3.56 feet. If the cut could be restricted to 2.2 feet this would furnish a minimum of 2.5 feet of cover over the existing pipeline and eliminate the relocation expense.

Another possibility would be to extend the resurfacing distance north and south on Table Rock Road. Revising the grade on the north and south approach to the hill and lowering the hill somewhat might yield the same effect as cutting the hill 3.56 feet. Has this been investigated and a cost computed Vs. the cost of lowering the 30-inch pipeline?

At the informal information hearing on March 11, 1975 Mr. Earl Purdy mentioned the possiblity of extending the shoulder above the pipeline and placing a concrete cap over the pipeline to provide adequate protection. 29

It is felt that prior to final design that all alternates should be investigated and the most practical and economical solution to the problem be selected.

If we can be of further assistance in the matter do not hesitate to call this office.

MEDFORD WATER COMMISSION

By______________________
  Robert L. Lee, Manager

RLL/ps

APPENDIX C

Methodology of Noise Studies

APPENDIX C
Methodology of Noise Studies

Loudness

Figure 11 below may be used to gauge the relative loudness of sounds discussed in the statement.

Table 5

Common Noise levels	Noise Level (dBA)	Common Indoor Noise Levels
	110	Rock Band
Jet Flyover at 1,000 ft.	100	
	100	Inside Subway Train (New York)
Gas Lawn Mower at 3 ft.		
	90	
Diesel Truck at 50 ft.		Food Blender at 3 ft.
Noisy Urban Daytime	80	Garbage disposal at 3 ft. Shouting at 3 ft.
Gas Lawn Mower at 100 ft.	70	Vacuum Cleaner at 10 ft.
		Normal Speech at 3 ft.
Commercial Area Heavy Traffic at 300 ft.	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Small Theatre, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
	30	
		Bedroom at Night Concert Hall (Background)
Quiet Rural Nighttime		
	20	
		Broadcast and Recording Studio
	10	Threshold of Hearing
	0	

COMMON INDOOR AND OUTDOOR NOISE LEVELS.

Sound Measurements and Analysis

Table 5 lists the results of the sound measurements at three sites on October 31, 1973, at an elevation of five feet. Table 6 is a summary of traffic data used in the sound analysis projections.

TABLE 6

SOUND MEASUREMENT SUMMARY - HEAD ROAD / AIRPORT ROAD

	Time of Day	9:30a.m.	10:30a.m.	12:05p.m.	1:25p.m.	2:35p.m.	Maximum Reading	Average Reading
Site 1	L_{10}	63	67	65	65	69	69	65.8
	L_{50}	48	46	49	52	57	57	50.4
	L_{90}	41	41	40	42	46	46	42.0
	Time of Day	9:50a.m.	10:40a.m.	12:30p.m.*	1:50p.m.	3:00p.m.*	Maximum Reading	Average Reading
Site 2	L_{10}	69	71	73	71	75	75	71.8
	L_{50}	51	56	54	50	62	62	54.6
	L_{80}	42	43	40	41	51	51	43.4
	Time of Day	10:10a.m.	11:05a.m.	1:00p.m.	2:15p.m.	3:20p.m.	Maximum Reading	Average Reading
Site 3	L_{10}	69	73	67	70	69	73	69.6
	L_{50}	61	62	58	61	62	62	60.8
	L_{90}	51	54	48	51	55	55	51.8

*Includes some contribution from jet noise.

Measurements made on October 31, 1973. All measurements in A-weighted decibels (dBA).

TABLE 7

SUMMARY OF TRAFFIC DATA USED IN SOUND ANALYSIS

Road Description		Vehicles Per Hour	% Trucks	Average Speed
Hamrick Road--from Head Road North to Table Rock Road	1974 - No-Build	480	12.2	35
	1974 - Build	120	3	35
	1994 - No-Build	790	12	35
	1994 - Build	170	3	35
Hamrick Road--from Head Road south to Table Rock Road	1974 - No-Build	180	10	25
	1974 - Build	80	22	25
	1994 - No-Build	290	10	25
	1994 - Build	130	20	25
Table Rock Road--from Vilas Road to Hamrick Road	1974 - No-Build	310	5.2	40
	1974 - Build	670	8.5	40
	1994 - No-Build	670	5.2	40
	1994 - Build	1130	8	40
Table Rock Road--from Hamrick Road to Airport Road	1974 - No-Build	330	5.2	40
	1974 - Build	150	4.1	40
	1994 - No-Build	820	5.2	40
	1994 - Build	270	4.2	40
Airport Road--from Biddle Road to Table Rock Road	1974 - No-Build	140	8	35
	1974 - Build	30	3	35
	1994 - No-Build	280	8	35
	1994 - Build	30	3	35
Biddle Road--from Hamrick Road to Table Rock Road	1974 - No-Build	---	--	--
	1974 - Build	380	12	40
	1994 - No-Build	---	--	--
	1994 - Build	600	9	40
Biddle Road--from Table Rock Road to Airport Road	1974 - No-Build	---	--	--
	1974 - Build	210	5	40
	1994 - No-Build	---	--	--
	1994 - Build			

Noise Guidelines

The Federal Highway Administration has developed noise standards, as shown below in Figures 12 and 13. The concern in this statement was with Land Use Category B, with a 70 dBA exterior standard, at L_{10}.

TABLE 8

SUMMARY OF

FEDERAL HIGHWAY NOISE GUIDELINES

Design Noise Level/Land Use Relationships

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in catergories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: U.S. Department of Transportation, Federal Highway Administration, PPM 90-2, "Noise Standards and Procedures" (Transmittal 229, Feb. 8, 1973).

SOUND PERCEPTION CRITERIA

dB(A)
8

SOUND LEVEL

003936

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

dB(A)
80
0
0
0
0
30
20

APPENDIX D

Land-use Data

APPENDIX D

Land Use

TABLE 9

POPULATION, HOUSING AND LAND USE IN THE THREE STUDY AREAS

Area	Population 1965	Population 1970	Percentage Change	Housing 1965	Housing 1970	Percentage Change	1965 Net Population Density*
1	3655	4829	32.1	1100	1681	50.8	11.2
2	6623	7208	8.8	2212	2797	31.8	14.5
3	8426	9531	13.1	3297	4155	26.0	21.5

1965 LAND USE

Area		Residential	Commercial	Industrial	Other	Total
1	Percent	8.8	1.9	18.1	71.2	100.0
	Acreage	325.6	71.2	672.4	2638.7	3707.9
2	Percent	13.5	3.4	13.8	69.3	100.0
	Acreage	457.1	113.8	467.8	2350.0	3388.7
3	Percent	31.9	13.4	5.3	49.4	100.0
	Acreage	391.2	164.7	64.4	605.4	1225.7

*1965 Population divided by 1965 Residential Acres.

Source: 1965 data: Oregon State Highway Commission, Factual Data Report, Bear Creek Area Transportation Study, Vol. 1 (Oregon State Highway Commission: Salem, Oregon, 1967), pp. 90-94, 122.

APPENDIX E

Traffic Volume Projections

APPENDIX E

TABLE 10

TRAFFIC VOLUME PROJECTIONS

HAMRICK ROAD
From Head Road to Table Rock Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	4900	1300	7900	2100
Average Speed	35	35	35	35
% Heavy Trucks	12.2	3.0	12.0	3.0
Estimated Capacity	5,300			

TABLE ROCK ROAD
From Vilas Road to Hamrick Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	4500	8100	8100	13900
Average Speed	40	40	40	40
% Heavy Trucks	5.2	8.5	5.2	8.0
Estimated Capacity	13,800			

AIRPORT ROAD
From Biddle Road to Table Rock Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	2200	400	4000	600
Average Speed	35	35	35	35
% Heavy Trucks	8.0	3.0	8.0	3.0
Estimated Capacity	5,300			

TABLE 10- TRAFFIC VOLUME PROJECTIONS (Continued)

HAMRICK ROAD
From Head Road to Table Rock Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	1800	800	2700	1100
Average Speed	25	25	25	25
% Heavy Trucks	10.0	22.0	10.0	20.0
Estimated Capacity	5,300			

TABLE ROCK ROAD
From Hamrick Road to Airport Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	5400	2400	100	4700
Average Speed	40	40	40	40
% Heavy Trucks	5.2	4.1	5.2	4.2
Estimated Capacity				

BIDDLE ROAD EXTENSION
From Airport Road to Table Rock Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	-	3000	-	5400
Average Speed	-	40	-	40
% Heavy Trucks	-	5.0	-	4.0
Estimated Capacity		13,200		

BIDDLE ROAD EXTENSION
From Table Rock Road to Head Road

DAILY TRAFFIC	EXISTING	AFTER CONSTRUCTION	NO-BUILD	BUILD
Year	1974	1974	1994	1994
Average Daily Traffic	-	4600	-	7400
Average Speed	-	40	-	40
% Heavy Trucks	-	12.0	-	9.0
Estimated Capacity		13,200		

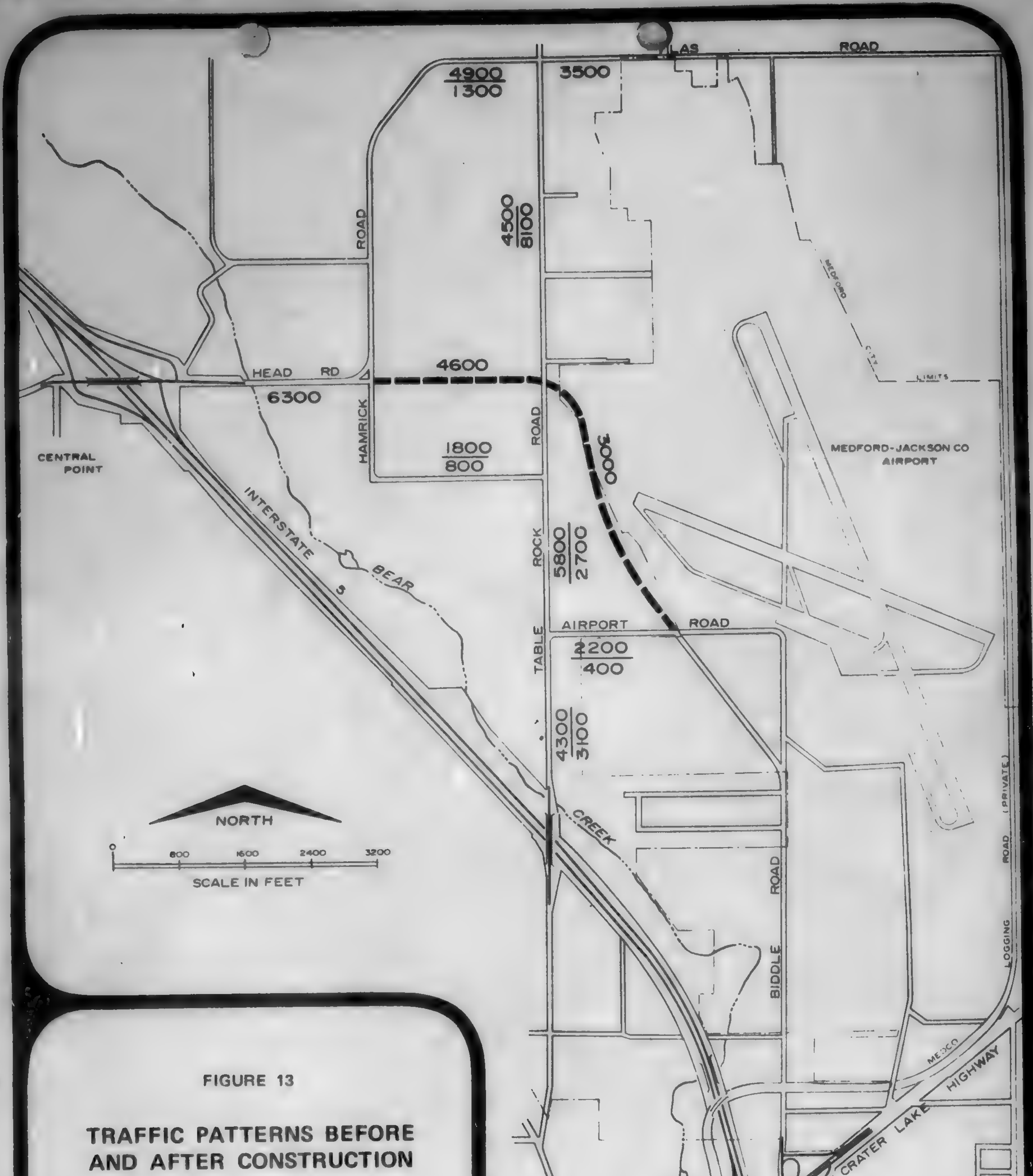

LAS ROAD
4900
1300
3500
ROAD
4500
8100
MEDFORD CITY LIMITS
HEAD RD
4600
6300
HAMRICK
ROAD
3000
1800
800
CENTRAL POINT
MEDFORD-JACKSON CO AIRPORT
INTERSTATE 5
BEAR
ROCK
5800
2700
TABLE
AIRPORT ROAD
2200
400
4300
3100
NORTH
0
800
1600
2400
3200
SCALE IN FEET
CREEK
BIDDLE ROAD
LOGGING ROAD (PRIVATE)
MEDCO
CRATER LAKE HIGHWAY

FIGURE 13

TRAFFIC PATTERNS BEFORE AND AFTER CONSTRUCTION

HEAD ROAD-AIRPORT ROAD SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

AVERAGE DAILY TRAFFIC

$\frac{0000}{0000}$ 1974 EXISTING / 1974 BUILT

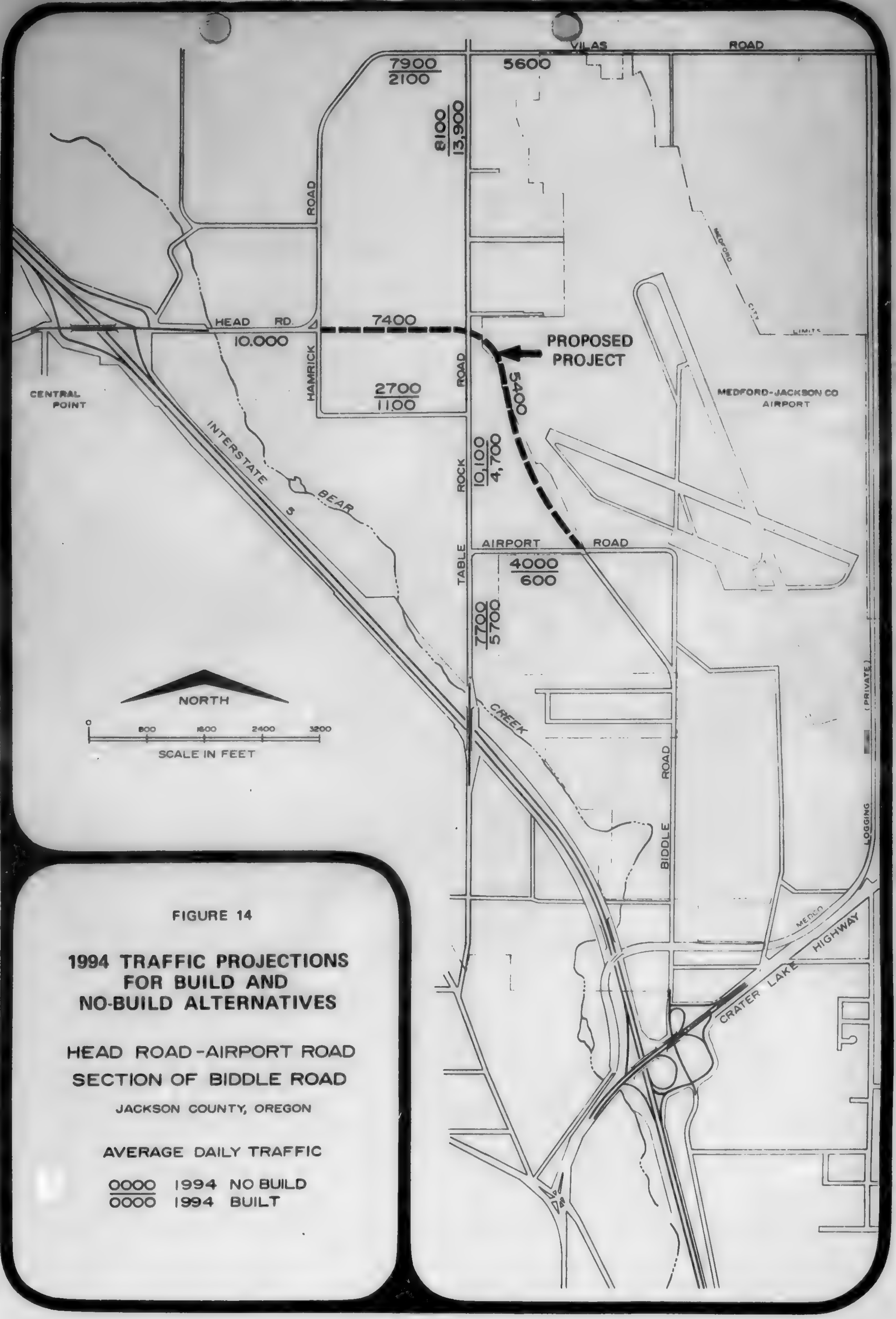

VILAS ROAD
7900
2100
5600
8100
13,900
ROAD
HAMRICK
HEAD RD.
7400
10,000
PROPOSED PROJECT
5400
2700
1100
ROAD
ROCK
TABLE
10,100
4,700
CENTRAL POINT
MEDFORD-JACKSON CO AIRPORT
MEDFORD CITY LIMITS
INTERSTATE 5
BEAR CREEK
AIRPORT ROAD
4000
600
7700
5700
NORTH
0
800
1600
2400
3200
SCALE IN FEET
BIDDLE ROAD
LOGGING (PRIVATE)
MEDCO
CRATER LAKE HIGHWAY

FIGURE 14

1994 TRAFFIC PROJECTIONS FOR BUILD AND NO-BUILD ALTERNATIVES

HEAD ROAD-AIRPORT ROAD SECTION OF BIDDLE ROAD

JACKSON COUNTY, OREGON

AVERAGE DAILY TRAFFIC

0000 1994 NO BUILD
0000 1994 BUILT

Form E-19 (Rev. 8-71)

Fas 15-107
Jackson Co

8481

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Head Road-Airport Road

Highway FAS 15-107

County Jackson

Date Nov. 3, 1975, 19

Authorization No. 2

Survey Prefix 515-1927
(Assigned by Salem office)

Description of termini, route, length, etc.: The northerly end is at the Jct. of Head Rd. and Hamrick Rd., 0.57 mile Easterly of I-5. The Route runs in an Easterly and Southeasterly direction to Airport Rd., which is the Southerly end. Length: 1.25 miles.

Purpose of survey: Prepare Plans, Specifications and Estimates for Contract.

Estimate of cost:

Plans	905	2,000
R/W	909	200
Proj. Mgt.	920	100
Specifications	921	1,100
Environmental	923	3,750
Planning	924	100
Hearings	980	50

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,300
Previous authorization	4,900
Additional authorization requested	2,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
W. H. [illegible] for
Location Engineer

Approved:
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
NOV. 5, 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

SP*23604-734

#8481 FAS 15-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 3, 1975

FILE: LOC 17

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Head Rd.-Airport Rd. Section
[redacted]
Jackson County (FAS-C)

TO: J. H. Versteeg
Road Design Engineer

The proposed treatment of Table Rock Road where it intersects with the proposed project requires the lowering of a 30-inch water main supplying the City of Medford.

A revised treatment, using a curbed section on Table Rock Road, shown on the attached data, would eliminate the necessity for lowering this large main and would also reduce the right-of-way taking, as well as reduce the total cost by an estimated $12,138 in construction costs and $9,700 in R/W costs.

Please review this and if you concur, have the construction plans changed accordingly.

CTK:fr

Att.

cc: J. X. Wilson

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — [✓ Watson] W
Hager — Wolfe
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 7 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

DATE June 24, 1975

TO J. X. Wilson, Region Construction Engineer

Earl C. Purdy

FROM Earl C. Purdy, Resident Engineer

SUBJECT Head Road - Airport Road, Biddle Road, Jackson County

In response to the Water Department's (City of Medford) inquiry at the Public Hearing held March 11, 1975, I have investigated the alternates involved in the adjustment of the 30-inch water line along Table Rock Road required when the grade is lowered to provide a safe stopping sight distance for vehicles approaching the proposed Biddle Road intersection from the north.

With Jackson County Public Works and City of Medford Water Departments concurrence, a 32' wide curbed roadway through the conflict area with concrete encasement (7' sidewalk) will eliminate the need for lowering the water main.

A savings in construction cost for this design change amounts to $12,138 and an additional savings of $9,700 in R/W costs is realized from reduced taking on both sides of Table Roack Road.

For documentation I am sending you the following:

1 Roll, Plan, Profile and Cross Sections, Table Rock Road, Henskin. (Separate)
2 Each, Xerox Copies of Detail Map and Typical
2 Each, County Public Works Department Correspondence Approval.
2 Each, Medford Water Commission Alternate Costs.

If you concur with this revision please forward to Design or Location Unit for the necessary plan change. Right of Way revisions will be handled by the County.

cc: Gary Kennen
Bill Geddis

O OC

OREGON STATE HIGHWAY DIVISION

DETAIL MAP

HEAD ROAD ~ AIRPORT ROAD SECTION

BIDDLE ROAD

F.A.S. 15 - 107

JACKSON COUNTY

LEVEL DATUM: U.S.C.&G.S. 1929 ADJ. – BEARINGS: ORE. GRID SYSTEM
SOUTH ZONE
COORDINATES: LOCAL DATUM PLANE

EARL C. PURDY, LOCATING ENGINEER JANUARY, 1973
REVISED JULY 1973

Note: Coordinates used on this map are on a Local Datum Plane which represents true ground distances. Bearings are Oregon State Grid System, South Zone. To convert L.D.P. coordinates to Oregon State Grid, South Zone, multiply L.D.P. coordinates by 0.9999263

[illegible]	16 hrs @ 25	400	
[illegible]	32 hrs @ 15	[illegible]	
Wire Truck	8 hrs @ 15	120	
Flagman	32 hrs @ 9	288	
			1288

Flush & disinfect Pipe – Misc. Forces.

1 day	Service Truck	8 hrs @ $1	8	
[illegible]	Labor	16 hrs @ $9	144	
	Light	8 hrs @ $12	96	
				248

Clean-up

Laborers	16 hrs @ $9	144	
Grader	2 hrs @ $20	40	
			184

Materials

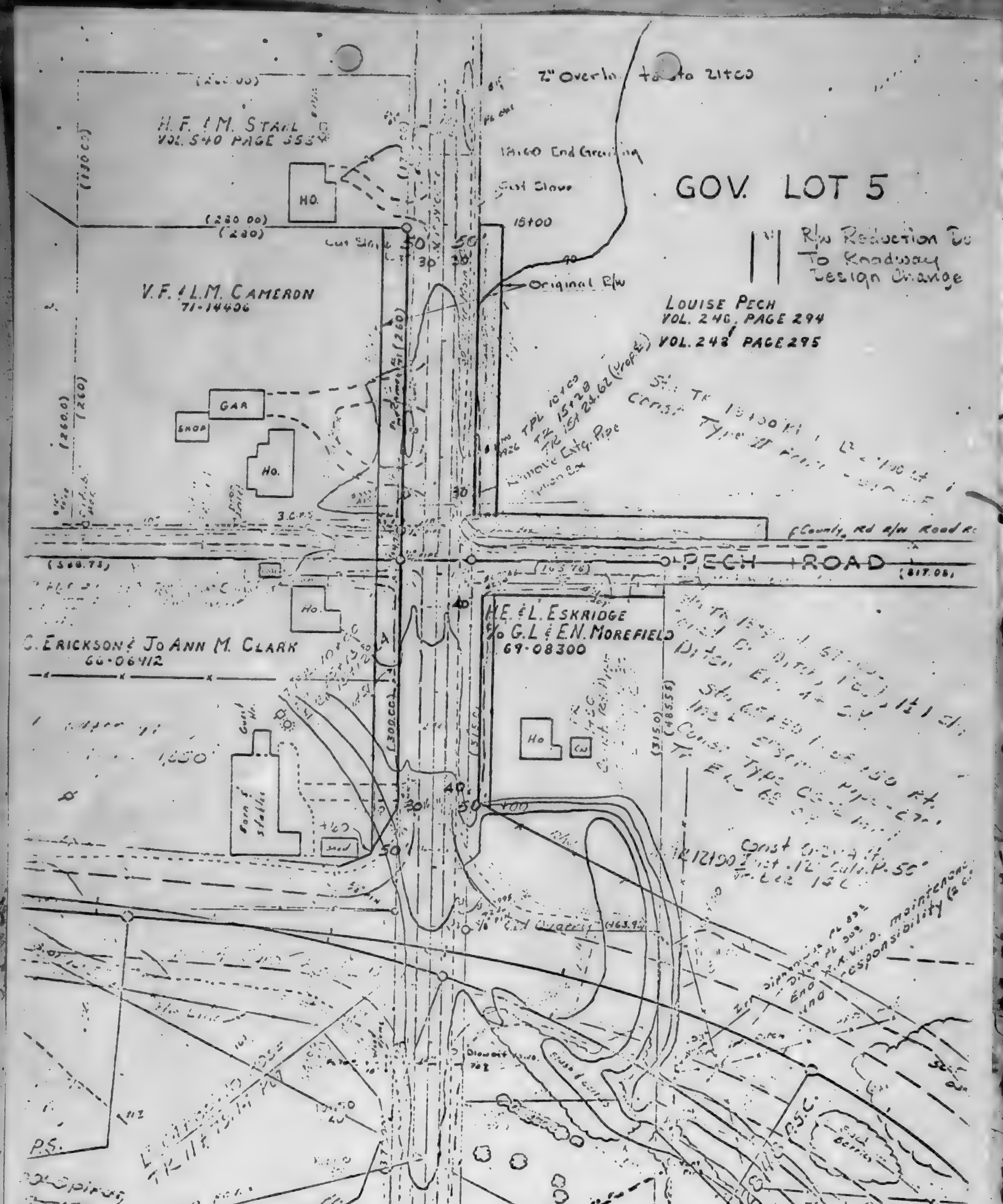
3" Gaskets	15 @ $10	150	
30" Solid sleeves	2 @ $350	700	
			850

Sub-total	9,400
Plus 25% for Overhead & Profit	2,350
Sub-Total	$11,750

Water Plant Oper. for Shutdown – 12 days plus 2 days start-up & shut down.

Elec. Energy – 30 mgd. 165 KW × 13 × 24 = 33,000 kw hr @ 1.5 ¢/kw-hr =			$500
Chemicals	13 days @ $50		650
Labor	144 hrs @ $9	1,300	
	24 hrs @ 13.50	320	
			1620

Sub-total Plant Oper.	2,770
Plus 10%	280
Total Plant Oper.	$3,050
Total Project Cost	$14,800


2" Overlay to Sta 21+00
H.F. & M. STAHL
VOL. 540 PAGE 553
HO.
(280 00)
(280)
(130.00)
14+60 End Grading
Cut Slope
15+00
Cut Stake
50
30
Original R/W
GOV. LOT 5
R/w Reduction Due
To Roadway
Design Change
LOUISE PECH
VOL. 246, PAGE 294
VOL. 248 PAGE 295
V.F. & L.M. CAMERON
71-14406
(260)
(260.0)
GAR
SHOP
HO.
Remove Extg. Pipe
3.C.P.S.
County Rd R/W Road Re
(568.73)
PECH ROAD
(165.76)
(817.05)
40
H.E. & L. ESKRIDGE
% G.L & E.N. MOREFIELD
69-08300
C. ERICKSON & JO ANN M. CLARK
66-06412
Ho.
A
(300.00)
(315.0)
(485.55)
Ho
Barn & stables
Guest Ho.
Shed
1,650
Const 12-12 Culv. P. 55°
End Quarry
(163.94)
End K.A.V.I.D. maintenance
and responsibility
P.S.C.
Berries
P.S.
Spiral
68°

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

June 23, 1975

Earl C. Purdy, Resident Engineer
1019 N. Riverside Ave., Room #9
Medford, Oregon 97501

RE: Biddle Road Project
Head Road - Airport Road
Section

Dear Earl,

Returned herewith the map showing details of the alternate design over the 30" water line adjacent to Table Rock Road.

Your solution to the conflict with the water line appears most satisfactory to us. We recommend that you proceed to incorporate the change into the final design.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By
Wm. J. Gaddis
Deputy Director of Public Works

Attachment

WJG:bro

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

June 10, 1975

Oregon State Highway Department
1019 N. Riverside Avenue
Room #9
Medford, Oregon 97501

RE: Head Road-Airport Road Section
Biddle Road, Jackson County

Attention: Earl C. Purdy
Resident Engineer

Dear Earl:

I have reviewed the proposed revision in R/W shown on the sketch attached to your letter of May 21, 1975.

In my opinion, the estimated savings in right-of-way costs, resulting from the roadway design change, would be $9,700.

Very truly yours,

W. Curtis Tecmire

W. Curtis Tecmire
Right-of-Way Agent
Jackson County, Oregon

WCT/dmf

MEDFORD WATER COMMISSION

"A Mountain Spring in Every Home"

[illegible] 8th STREET
MEDFORD, OREGON 97501
PHONE (503) 773-7355

May 29, 1975

Oregon State Highway Department
1019 North Riverside Avenue
Room #9
Medford, Oregon 97501

Re: Water line conflict (Table Rock Road)
Head Road

Attention: Earl Purdy

Dear Earl:

In reply to your letter of May 21, 1975 we have performed the necessary preliminary calculations to arrive at costs required to concrete encase the pipeline Vs. the cost to lower the existing pipeline. The results are as follows:

Concrete Encasement:

Sta:	Conc. Curb.	Sidewalk Width	Sidewalk Thickness
16+00 to 15+50	6"	7' - 0"	4"
15+50 to 13+75	6"	7 - 0'	8" with #4 @ 12" E.W.
13+75 to 13+00	6"	7' - 0"	4"

Cost Est.

Sidewalk	98 sq. yd. @ $9.00/S.Y. =	$882
Curb	300 L. F. @ $3.00/L.F. =	900
Reinforced Conc.	30 Cu. Yds. @ $125/C.Y. =	3750
	Sub-Total	$ 5532
	15% Contingency	830
	Total =	$ 6362

Cost to Lower 30" Pipeline

The cost to lower the pipeline was estimated by this office on July 5, 1973. The cost at that time was calculated to be $14,800. A copy of this estimate is attached for your review.

Since the project will be let in the early part of 1976 an escalation factor must be applied to the 1973 estimate.

Assuming a 10% per year escalation factor the 1973 costs should be increased by 25%. Therefore the current estimated cost to lower the 30" pipeline is $18,500.

If you have additional questions or if we can be of further assistance please do not hesitate to call.

MEDFORD WATER COMMISSION

By
R. M. Watson
Utility Design Engineer

RMW/ps

Encs.

[illegible] & [illegible] - air valve, [illegible] through it use 12" - 3/4" minus [illegible] ft.

10. [illegible] line after flushing. Make up & introduce chlorine w/ test pump. Discharge South of work. Release water @ hydrant while pumping in 1% chlorine solution.

11. Flush after 24 hrs & return to service

12. Clean up job - Pavement repair, if any.

[illegible] pipe - 4 ft width.

2 days	Backhoe 2 days	- 16 hrs @ $60	$960	
	Dump Trucks - 2	- 32 hrs @ $15	480	
	Flagmen & laborers	- 48 hrs @ $9	432	$1,872

Sub-total

Drain Pipe & Cut & move [illegible]

	Service Truck	8 hrs @ $1	8	
	Pipe Saw		50	
1 day	Labor	24 hrs @ 9	216	
	Engr.	4 hrs @ 12	48	322

Remove Pipe

	Backhoe	16 hrs @ $60	960	
	Truck	~~16 hrs @ 15~~		
2 days	Flagmen & laborers	64 hrs @ $9	576	
	Misc. Equip. Rental		20	1556

Backfill Trench

	Loader	8 hrs @ $25	200	
1 day	Dump Trucks	16 hrs @ 15	240	
	Flagman	16 hrs @ 9	144	584

Excavate New Trench & Install Pipe.

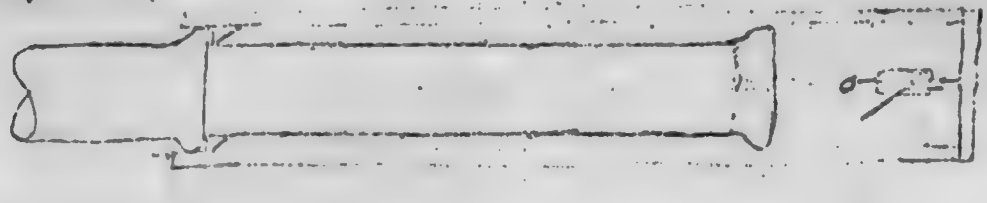
	Backhoe	16 hrs @ $60	960	
	Dump Trucks	32 hrs @ 15	480	
2	Flagmen	32 hrs @ 9	288	
	Laborers	32 hrs @ 9	288	
	Plumber	32 hrs @ 15	480	2,496

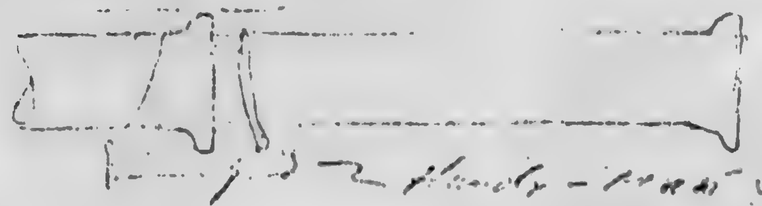
[illegible] [illegible] FOR
LOWERING 30" MAIN ON TABLE ROCK RD.

Need Lower 30" @ Rock Rd. for approx 220 ft by S.C. to permit [illegible] [illegible] [illegible]. Will require [illegible] [illegible] of pipe to be lowered so that work can be done w/o using fittings.

Procedure:

1. [illegible] pipe to be lowered to just below [illegible] & load [illegible], [illegible] into trucks & store in area next to [illegible] – old gravel pit. Excavate to bottom of pipe @ joints.
2. Shut down pipe @ airport Rd. & valve [illegible] of [illegible] & drain pipe @ [illegible].
3. Run Well pump @ Water plant on [illegible] basis to [illegible] @ [illegible]. Produce approx 1.5 MG of water each day.
4. Cut 30" pipe @ each end & make 3rd cut approx. 5' from one end to permit removal of a coupon for dis-jointing 30"
5. Remove pipe to be lowered. Use fabricated steel jacking device approx. 25 or 30 feet in length w/ [illegible] along its [illegible] joint or consider 2 large jacks on each side. [illegible] @ [illegible] side.





6. Backfill trench from stockpiled material.
7. Dig trench in new grade, again stockpile material.
8. Re-lay 30" pipe, bedded w/ 6" pea gravel. Use 2 ea. 30" solid sleeves to connect to old pipe sections.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 6-191

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 6-25-75
BY (Signature): L. W. Rulien's June 20, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 55 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Location / **Work**
55	RS-15-107(2)	1.25	4,900	3,800	Head Road-Airport Road Section, Jackson County, State of Oregon / Preliminary Engineering

NOTED
L. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO Hunter
FOR

Info	Invest	R/D	O/R	Sign	Act	File
					✓	

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering.

7-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-25-75	G. L. Green G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
Rev 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

NO. 6-191

JUN 25 1975

6-20-75

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd.	ADT	PRESENT 1-4600 2-3000	FUTURE 1-7400 2-5400	YEAR 95	REGION 10

STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 55

PROPOSED WORK (35 typewriter ry Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. B-3	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S) RS-	NUMBER 15-107	SEQ. NO. (2)	I. Projects Only POST MI. / DESIG.

AL FUNDS: Rural Secondary

COUNTY NAME: Jackson — CODE 029

AREA: - - -

ROUTE NO. S — FEDERAL-AID 15-107 — STATE Co. Rd. — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1	PE	3	Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.	1.25	4,900	3,800	1,100		P.E. all phases (Future 68' curbed section consisting of 4-12' lanes, 16' median and 2' curb offset.)
	ROW								
	CONST (CODE)		"Head Rd. - Airport Rd. Sec."						ROW-80' min; Access control-partial; Parking restrictions-complete.
PARED BY			PROJECT TOTALS	1.25	4,900	3,800	1,100		

RECEIVED
COUNTY & CITY SECTION
JUN 20 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ BE ☑ RE ☐ RPE ☐

GRAM APPROVAL DATES

JUN 25 1975

FHWA OREGON DIVISION

REMARKS

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

-OVER-

USCOMM DUSCOMM-DC 48906-P61

Budget Bureau No. 41-R2967; Approv

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO. 6-191

DATE SUBMITTED TO W. O. JUN 25 1975

FORM PR-1 (REV. 4-61)

6-20-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd. 21 65	ADT	PRESENT 1-4600 2-3000	FUTURE 1-7400 2-5400 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STAT COD 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. B-3 (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 22	NUMBER 15-107 7	SEQ. N (2

CARD	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Jackson			CODE 029 (14) (16)
	NAME OF URBAN AREA 17-21 - - -	ROUTE NO. S	FEDERAL-AID 15-107	STATE (32) Co. Rd. (36)	U.S. (37) - - (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
									ESTIMATED PROJECT COST BY PHASES				
1	(14-18)	(16)	41	42	43 46	52		(54) (58)	(59) (66)	(67) (70)			
5	10			1	PE	3	Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.	1.25	4,900	3,800	1,100		P.E. (Futu secti of 4- media offse
5					ROW								
5					CONST (CODE)		"Head Rd. - Airport Rd. Sec."						ROW-S Acces parti Parki comp

RECEIVED
COUNTY & CITY SECTION
JUN 30 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ OE ☒ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.25	4,900	3,800	1,100	
1	14	PROGRAM APPROVAL DATES			(10) (23)	(24) (33)	REMARKS	

JUN 25 1975

FHWA OREGON DIVISION

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

HEAD ROAD-AIRPORT ROAD SECTION

Project No. RS-15-107(2)

acility:

sed - - - - - - Projected line only
led Way - - - - Via Hamrick Rd., Table Rock Rd. and Airport Rd.

ections:

End - - - - - - Head Road; 24' bituminous surf. with 3' shldrs.
End - - - - - Project S-SU-15-107(1); 68' bit. surf. curbed roadway providing 4-12' lanes, 16' median and 2' shy distance.

ta: The work consists of all phases of preliminary engineering construction, on new alignment, of a 63-foot high-type paved tion providing four 12-foot travel lanes, 16-foot median and offsets.

to Minimum Design Standards: None.

ion, Railroads, Water Developments, Historical and Recreational ne involved.

The Medford-Jackson County Airport is adjacent to the east side ject.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated April 15, 1971 and April 26, 1971, respectively.

FHPM 7-7-2 Requirements: Draft Environmental Impact Statement concurred in by FHWA November 1, 1974.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 4.

HEAD ROAD-AIRPORT ROAD SECTION

Project No. RS-15-107(2)

Existing Facility:

Proposed - - - - - - Projected line only
Traveled Way - - - - Via Hamrick Rd., Table Rock Rd. and Airport Rd.

Adjacent Sections:

West End - - - - - - Head Road; 24' bituminous surf. with 3' shldrs.
South End - - - - - Project S-SU-15-107(1); 68' bit. surf. curbed roadway providing 4-12' lanes, 16' median and 2' shy distance.

Project Data: The work consists of all phases of preliminary engineering for future construction, on new alignment, of a 63-foot high-type paved curbed section providing four 12-foot travel lanes, 16-foot median and 2-foot curb offsets.

Exceptions to Minimum Design Standards: None.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: The Medford-Jackson County Airport is adjacent to the east side of the project.

IM 50-1-70 Requirements: State Clearinghouse and District Clearinghouse A-95 review approval letters dated April 15, and April 26, 1971, respectively.

FHPM 7-7-2 Requirements: Draft Environmental Impact Statem concurred in by FHWA November 1, 1974.

FHPM 7-7-5 Requirements: In conformance with the Oregon Ac Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 4.

June 20, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of the Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
55	RS-15-107(2)	Head Road-Airport Road # 71.0106

JG:bz
Enclosure
cc: D. E. Swan
J. L. Gaither

June 20, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-15-107(2)

We are submitting program data for one project, Item No. 55, Project No. RS-15-107(2), "Head Road - Airport Road Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

One copy each of State Clearinghouse and District 8 Clearinghouse A-95 review approval letters, dated April 15, 1971 and April 26, 1971 respectively, were forwarded previously.

We request authorization to proceed with all phases of preliminary engineering.

JG:bz
Enclosures

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-20-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd,		1-4600 2-3000	1-7400 2-5400	95	10	Oregon	41	075	55

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
y Engineering								RS-	15-107	(2)		

AL FUNDS: Rural Secondary

COUNTY NAME: Jackson CODE 029

AREA: - - -

ROUTE NO.: S FEDERAL-AID 15-107 STATE Co. Rd. U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.	1.25	4,900	3,800	1,100		P.E. all phases (Future 68' curbed section consisting of 4-12' lanes, 16' median and 2' curb offset.)
	ROW								
	CONST (CODE)		"Head Rd. - Airport Rd. Sec."						ROW-80' min; Access control-partial; Parking restrictions-complete.
			PROJECT TOTALS	1.25	4,900	3,800	1,100		

RED BY

AM APPROVAL DATES

REMARKS

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

-OVER-

USCOMM BUSCOMM-DC 48903-P61

Budget Bureau No. 41-R2067; Appro

U.S. DEPA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 6-20-75

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Jct. Head & Hamrick Rds. to Airport Rd, 65	ADT	PRESENT 1-4600 2-3000	FUTURE 1-7400 2-5400 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 15-107	SEQ.

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Jackson	CODE 029 (14) (16)			
	NAME OF URBAN AREA 17-21 - - -	ROUTE NO. S	FEDERAL-AID 15-107	STATE Co. Rd.	U.S. - -	

CARD 5	LINK NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		Co. Rd., Jct. of Head Rd. & Hamrick Rd. to Airport Rd.	1.25	4,900	3,800	1,100		P.E (Fu sec of 4 med offs
5					ROW								
5					CONST (CODE)		"Head Rd. - Airport Rd. Sec."						ROW- Acce part Par comp

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.25	4,900	3,800	1,100	
1	14	PROGRAM APPROVAL DATES		(16)	(23) (24)	(33)	REMARKS	

ADT: 1-Hamrick Rd. to Table Rock Rd.
2-Table Rock Rd. to Airport Rd.

USCO

HEAD ROAD-AIRPORT ROAD SECTION

Project No. RS-15-107(2)

sting Facility:

Proposed - - - - - - Projected line only
Traveled Way - - - - Via Hamrick Rd., Table Rock Rd. and Airport Rd.

acent Sections:

West End - - - - - - Head Road; 24' bituminous surf. with 3' shldrs.
South End - - - - - Project S-SU-15-107(1); 68' bit. surf. curbed roadway providing 4-12' lanes, 16' median and 2' shy distance.

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tem Action, Railroads, Water Developments, Historical and Recreational as: None involved.

ports: The Medford-Jackson County Airport is adjacent to the east side the project.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated April 15, 1971 and April 26, 1971, respectively.

FHPM 7-7-2 Requirements: Draft Environmental Impact Statement concurred in by FHWA November 1, 1974.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 4.

HEAD ROAD-AIRPORT ROAD SECTION

Project No. RS-15-107(2)

Existing Facility:

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Exceptions to Minimum Design Standards: None.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: The Medford-Jackson County Airport is adjacent to the east side of the project.

IM 50-1-70 Requirements: State Clearinghouse and District Clearinghouse A-95 review approval letters dated April 15, and April 26, 1971, respectively.

FHPM 7-7-2 Requirements: Draft Environmental Impact Staten concurred in by FHWA November 1, 1974.

FHPM 7-7-5 Requirements: In conformance with the Oregon Ac Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 4.

#8481

FAS 15-107

OREGON STATE
HIGHWAY DIVISION

1019 N. Riverside Ave., Room #9, Medford, Oregon 97501 Phone 779-6373

May 21, 1975

Mr. Robert Lee, Manager
Water Utility
City Hall
Medford, Oregon

Re: Water Line Conflict (Table Rock Rd.)
Head Road - Airport Road Section
Biddle Road, Jackson County

Attention: Bob Watson

Dear Bob:

As per our discussion at the public hearing on the above mentioned project held at the Jackson County Court House in March of this year I am sending to you the following data so that we may have your input regarding the design and cost of adjusting the 30-inch water line which comes in conflict with the proposed Table Rock Road grade revision:

1 Roll, Plan, Profile and Cross Sections, reproducible paper. This information is preliminary and subject to change but will give you enough data so that the following can be accomplished by your department:

1. Design concrete encasement in the area of conflict station 13+50 to 16+00. Assume alternate design in blue on cross sections.
2. Determine estimate of cost for both No. 1 and lowering the 30-inch water line, assuming the proposed roadway section design in red on cross sections on the adjustment required below subgrade.
3. Furnish this office with copies of your results so that they can be forwarded to the County and our Design Unit.

This project is scheduled to be let in the early part of 1976 so your input is requested as soon as possible.

Yours truly

Earl C. Purdy
Earl C. Purdy
Resident Engineer

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 23 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

cc: ~~J. H. Versteeg (letter only)~~
Robert Carstensen " "
Alfred Shirley " "

REFERRED TO

Beard	Reed
Cole	Semple
Eriksen	[✓ Watson]
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Adele Egan
Right of Way Branch

April 16, 1975

C. W. Head
Commission Services

File 48455

Attached for further handling are three copies of a fully executed agreement with Jackson County covering right of way services on the Head Road-Airport Road Section.

fkn

Att.

fas 15-107
Jackson Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 12, 1975

FROM: Adele L. Egan
Right of Way Office Manager

TO: Virgil Wilson
Regional R/W Supervisor

SUBJECT: Head Road - Airport Road Section
Biddle Road
Jackson County

This is to confirm that on March 7, 1975 we handed Harold Reynoldson 19 Exhibit A's in sextuplet for hand delivery to Mr. Carstensen. These Exhibits cover right of way to be acquired in connection with the Head Road - Airport Road Section of Biddle Road in Jackson County.

The Project number has not been assigned.

Do not appraise until the agreement has been approved, then appraise but do not negotiate. The agreement is being retyped for legal approval. ✓

We are forwarding under seperate cover 2 prints of map 9B-11-8 covering this area and bearing our date of January 9, 1975.

The names, file numbers and areas are on the attached list.

AC:jf
Enc. Exhibit A's

cc: Alfred Shirley
Milner Mead-Auth.List
Frank Lowe - letter
Title
Fred Jeter
Armand Riveness-Exhibit
Jim Dixon
Don Harwell
Robert J. Carstensen

Note: I hand-delivered the above material to V. Wilson on 9-10-75 for delivery to County

RECEIVED
COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Head Road - Airport Road Section
Biddle Road
Jackson County

File No.	Name	Area
48455-A	Crystal Springs Packing Co.,Inc.	0.26 ac.
48455-B	LaFontaine, John W. & Ethel M.	0.03 ac.
48455-C	Higinbotham, Lester & Lena E.	0.07 ac.
48455-D	Korner, Richard M. & Jean	0.09 ac.
48455-E	Hill, Larry D. & Pearl I.	0.04 ac.
48455-F	Noah, Gholston N. & Nell G.	0.08 ac.
48455-G	Walker, Ernestine M. & George W.	0.09 ac.
48455-H	Dulany, Gerald O. & Louise S.	0.11 ac.
48455-I	Harry & David	0.01 ac.
48455-J	Gebbard, Franklin H. & Mary Louise	0.01 ac. Easement
48455-K	Mitchell, Ralph L.	0.03 ac.
48455-L	Tauriainen, Glenn A. et al	0.03 ac.
48455-M	Clark, Richard D. & JoAnn M.	parcel 1 0.76 ac. 2 0.11 ac.
48455-N	Spacek, Frank	0.95 ac.
48455-O	Eskridge, Harry E. & Lillian et al	parcel 1 0.27 ac 2 0.09ac 3 0.03 ac.
48455-P	Raber, Roland L. & Barbara P.	0.53 ac
48455-Q	Jackson County	parcel 1 7.75 ac. 2 0.03 ac. 3 0.1 ac. easement
48455-R	Pech, Louise	parcel 1 0.7 ac. 2 0.04 ac. 3 0.09 ac. 4 0.56 ac. easement
48455-S	Gerstin, Harry	parcel 1 3.45 ac. 2 0.07 ac.

SALEM, OREGON
January 14, 1975

TO: Mr. Glen L. Clark
Region 3 Federal Aid Engineer
Roseburg

RE: Head Road-Airport Road Section
FAS 15-107
Jackson County

RHP

FROM: Robert H. Prange
Rural Engineer
County-City Unit

The time has come for Jackson County to hold a hearing for the Head Road-Airport Road Section of Biddle Road, FAS 15-107. Please deliver the attached sample letter and notice to Jackson County Public Works Department.

You will note that the notice to hold a public hearing appears in the newspaper on two dates. The first, 30 to 40 days before the date of the hearing; and the second, 7 to 12 days before the hearing date. Also note that the notice contains a statement that an environmental statement is now available and will be available at the public hearing. In this regard, the draft E.I.S. has been prepared and issued to the County and other interested people.

After we have received a copy of the County's hearing notice, we will send them the necessary materials to conduct the hearing.

RHP:scr

Attachment

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FAS 15-107
Jackson Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 2, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: J. B. Boyd
Right of Way Engineer
BUILDING

SUBJECT: Head Road - Airport Road Section
Biddle Road
Jackson County

For Jackson Co.

Attached are 19 Files (31 Parcels) and an authorization for the subject project, which is scheduled for June 19, 1975.

It is our understanding that Jackson County will acquire this Right of Way.

RECEIVED
COUNTY & CITY SECTION
[illegible]
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

BY: Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

RECEIVED
COUNTY & CITY SECTION
MAR 10 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dilivered To:
Reg. III R/W
3-10-75

FORM 81-734-3030

FAS 15-101
Jackson Co

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 2, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: J. B. Boyd
Right of Way Engineer
BUILDING

SUBJECT: Head Road - Airport Road Section
Biddle Road
Jackson County

For Jackson Co.

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COUNTY & CITY SECTION
[illegible]
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

BY: Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

RECEIVED
COUNTY & CITY SECTION
MAR 10 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dilivered To:
Reg. II R/W
3-10-75

Form E-303 (Rev. 12-60)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 1 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Biddle Road County Jackson

Unit Survey Approved

Section Head Road - Airport Road Sta. 32+40 Sta. 80+70

R/W Map No. 9B-11-8 80-01

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
48455-A	Crystal Springs Packing Co., Inc.				X	X					X					
48455-B	John W. and Ethel M. LaFontaine				X	X					X					
48455-C	Lester and Lena E. Higinbotham				X	X					X					
48455-D	Richard M. and Jean Korner				X	X					X					
48455-E	Larry D. and Pearl I. Hill				X	X					X					
48455-F	Gholston N. and Nell G. Noah				X	X					X					
48455-G	Ernestine M. Walker and George W. Walker				X	X					X					
48455-H	Gerald O. and Louise S. Dulany				X	X					X					
48455-I	Harry & David				X	X					X					
48455-J	Franklin H. and Mary Louise Gebbard				X			X								
48455-K	Ralph L. Mitchell				X	X					X					
48455-L	Glenn A. Tauriainen et al				X	X					X					
48455-M	Richard C. and JoAnn M. Clark				X	X					X					
48455-N	Frank Spacek				X	X					X					
48455-O	Harry E. and Lillian Eskridge, (George L. and and Elizabeth N. Morefield C.P.)				X	X					X					
48455-P	Roland L. and Barbara P. Raber				X	X					X					
48455-Q	Jackson County				X	X		X			X					

19+12

Submitted Floyd O. Scott Floyd O. Scott Date JAN 1
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date 1-3-75
R/W Engineer

Form E-053 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 2 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Biddle Road County Jackson

Unit Survey Approved

Section Head Road - Airport Road Sta. 32+40 Sta. 80+70

R/W Map No. 9B-11-8

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
48455-R	Louise Pech				X	X		X			X					
48455-S	Harry Gerstin				X	X					X					

9412

Submitted Floyd O. Scott Floyd O. Scott Date JAN 2 1975
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date 1-3-75
R/W Engineer

Rulien
FAS - Hearing
15-107 Jackson Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 24, 1974

FILE: LOC

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal Aid Engineer

TO: MEMO TO FILE

SUBJECT: Public Hearing
Head Road-Airport Road Sec.
Biddle Road, FAS 15-107
Jackson County

It was brought to the writer's attention by Mr. Wilson, Right of Way Supervisor, that Jackson County wished assistance in conducting the required public hearing for the subject project.

It was determined in conversation with Mr. Carstensen, Director of Public Works, Jackson County, December 19, 1974, that the county was prepared to advertise and conduct the hearing but wished to be checked so that no legal requirements were overlooked. He stated that they had on hand examples of requirements supplied by the Project Management Section in Salem. ✓

It was agreed that when they were ready to begin the process, they would contact this office by telephone. ✓

GLC/cw

cc L. W. Rulien ✓

RECEIVED
COUNTY & CITY SECTION
DEC 27 1974
☐ ENGR. ☒ COOR. ☑ OE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☒

RECEIVED
DEC 26 1974
PROJECT MANAGEMENT SECTION

#8491

✓ Versteeg
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

December 19, 1974

Mr. Paul E. Burket
Administrator
Aeronautics Division
3040 25th Street S.E.
Salem, Oregon 97310

Re: Head Road-Airport Road Section
Biddle Road - FAS 15-107
Jackson County

Dear Mr. Burket:

For your consideration, vicinity maps and a profile on the subject project are enclosed to show the relationship of the proposed location to the Medford-Jacksonville County Airport.

During field development of the project cooperation with local agencies was maintained to insure safety and economy to both highway and airport operations. According to Ron Field, Medford, the reconstruction of runway 9-27, which shortened runway 9 by 1,237 feet, has been completed. Therefore, the proposed highway project should not conflict with the obstruction standards in Part 77 FAA regulations.

Using an elevation of 1,304 feet at the end of the reconstructed runway (as obtained from our field information) our calculations indicate the proposed roadway would be located well below the 100:1 slope requirement (77.13(a)21) and therefore, no "notice of construction" would be required for this project.

Your review of the issue would be appreciated. If you have any suggestions or recommendations please contact us.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By
A D Olson
A. D. Olson
Preliminary Design Engineer

MK:we
Enclosures

~~Future~~ New 20:1 (Clear Zone)
elev. 1304'
END OF NEW CONST'D. RUNWAY 9
Edge Asph. 7
1237'
S. 64° 58' 30" E.
Former
℄ Crossing Runway 7
~~Future~~ New Clear Zone El. 1307
Nail Elev. 1307.00
C.B.
Proposed Access Control
Type A Curb
R/W Line
1369'
CCMA
80
Sta 79+80 - 87+00 Rt
Remove Fxtg Fence
L² 86+44.
N. 266,
E. 1,356
to 85+70 Rt
ttom Ditch, 1½:1
(710.0)

003937

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

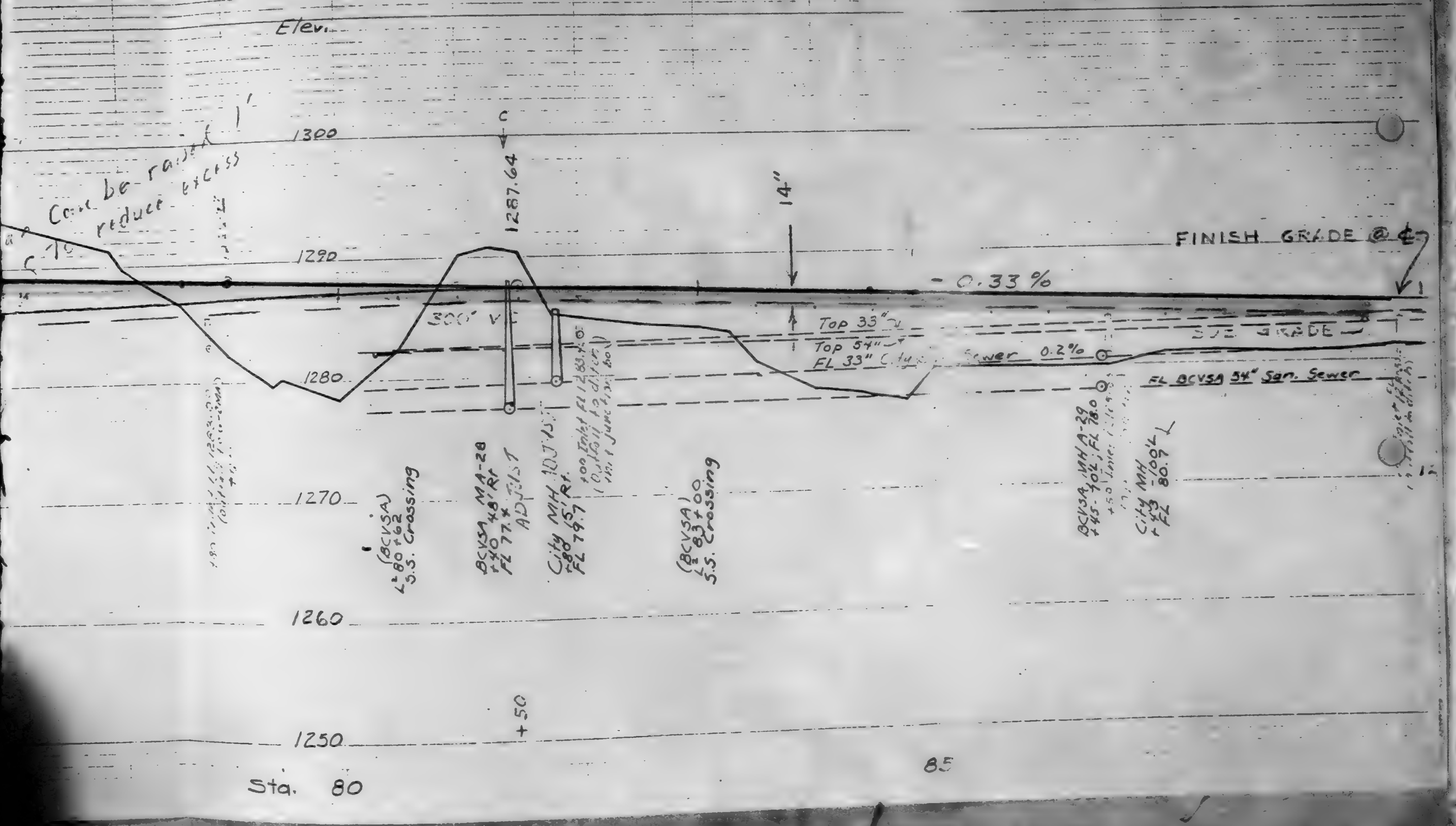
Const. Type II Fe

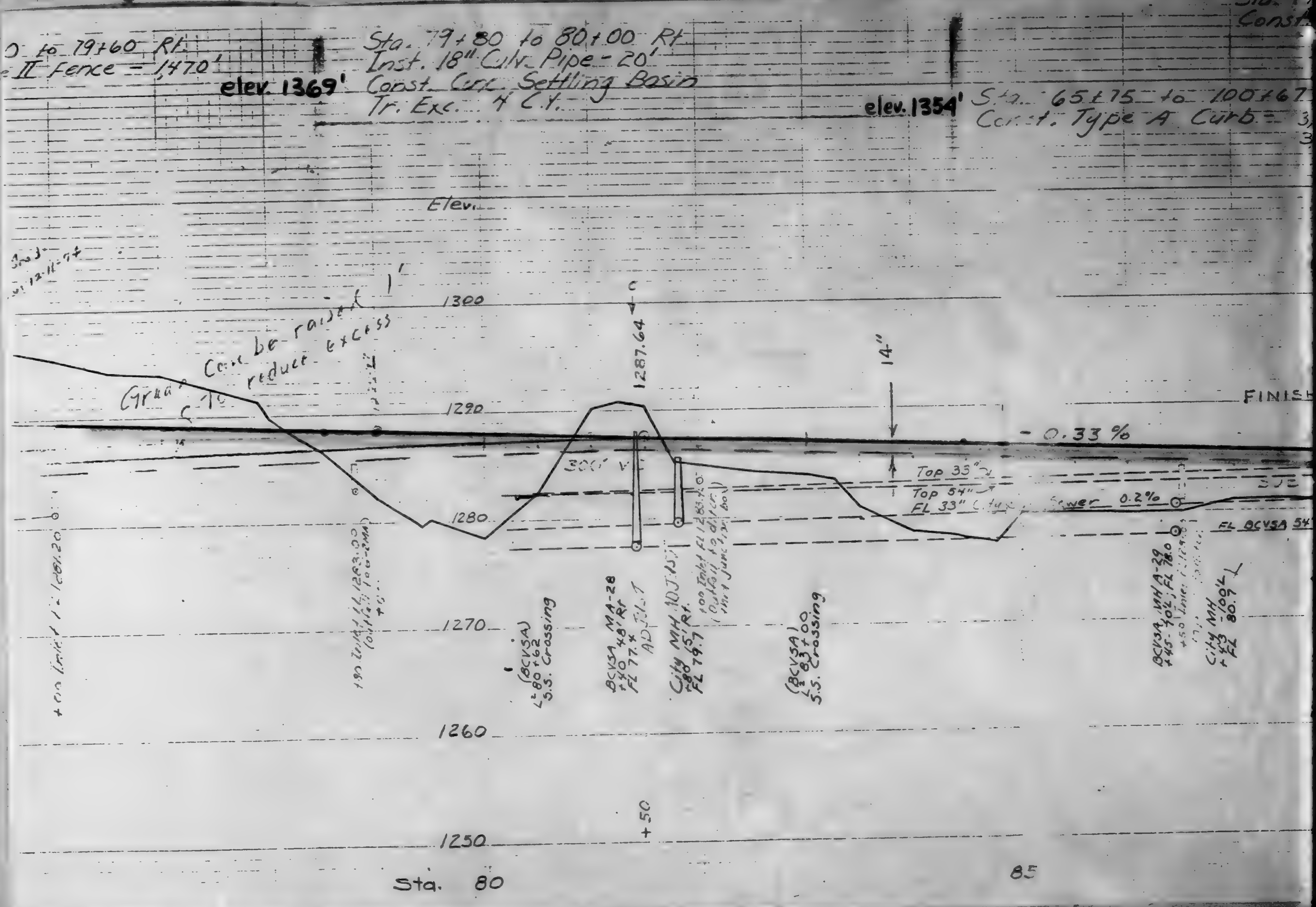
elev. 1369'

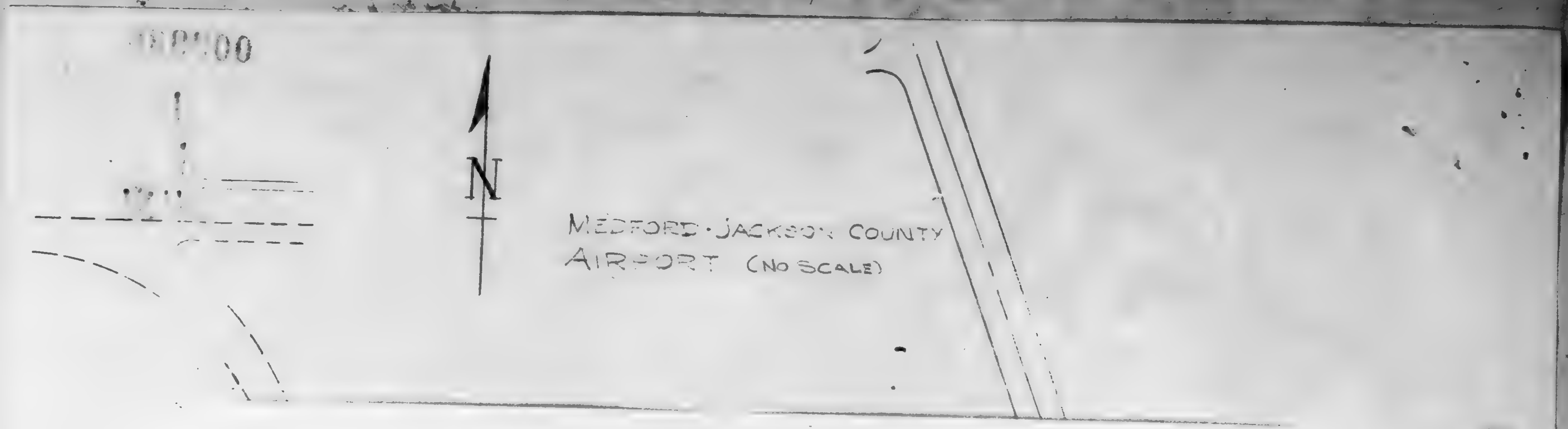
Sta. 79+80 to 80+00 Rt.
Inst. 18" Culv. Pipe - 20'
Const. Conc. Settling Basin
Tr. Exc. 4 C.Y.

elev. 1354'

Sta. 65+75 to 100+67
Const. Type A Curb = 3,548 Lin. Ft
3501 Lin. Ft.


Elev.
1300
1290
1280
1270
1260
1250
Can be raised 1'
reduce excess
c
1287.64
14"
FINISH GRADE @ ℄
- 0.33 %
300' V.C.
Top 33"
Top 54"
FL 33" City Sewer 0.2%
SUB GRADE
FL BCVSA 54" San. Sewer
(BCVSA)
L= 80+62
S.S. Crossing
BCVSA MA-28
+40 48' Rt
FL 77.4 ADJUST
City MH ADJUST
+80 15' Rt.
FL 79.7
+00 Inlet FL 1283.0
(Outfall to ditch)
(BCVSA)
L= 83+00
S.S. Crossing
BCVSA MH A-29
+45- 40' L; FL 78.0
City MH
+43 -100' L
FL 80.7
+50
Sta. 80
85


0 to 79+60 Rt.
II Fence = 1,470'
elev. 1369'
Sta. 79+80 to 80+00 Rt.
Inst. 18" Culv. Pipe - 20'
Const. Conc. Settling Basin
Tr. Exc. 4 C.Y.
elev. 1354'
Sta. 65+75 to 100+67
Const. Type A Curb = 3
Const
Elev.
1300
1290
1280
1270
1260
1250
Grade can be raised 1' to reduce excess
1287.64
14"
FINISH
- 0.33 %
300' VC
Top 33"
Top 54"
FL 33" City
Sewer 0.2%
FL BCVSA 54"
+00 Inlet FL 1281.20
+90 Inlet FL 1283.00 (outfall to e-2MA)
(BCVSA) L 80+62 S.S. Crossing
BCVSA MA-28 +40 48' Rt FL 77.4 ADJ. T.L.T.
City MH ADJ. T.S. +80 15' Rt. FL 79.7
+00 Inlet FL 1283.0 (Outfall to ditch thru junc. box)
(BCVSA) L 83+00 S.S. Crossing
BCVSA MH A-29 +45 40' L FL 78.0
+50 Inlet
City MH +43 100' L FL 80.7
+50
Sta. 80
85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MEDFORD-JACKSON COUNTY
AIRPORT (NO SCALE)

003938

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

Fas 15-107
Jackson Co

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 3, 1974

TO Virgil P. Wilson
Regional R/W Supervisor

JOHN R. OAKES

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Head Road-Airport Road Section
FAS 15-107
Jackson County

This project is proposed for Federal Aid for Construction and possibly for Right of Way. As it is presently scheduled for as early a letting as possible, please contact the county and work out an agreement based upon Right of Way Procedure No. 4.

It will be necessary for the county or the State, whichever acquires the right-of-way, to comply with the relocation law. I suspect that the county will request Federal Aid on the right-of-way if the estimate is rather high. Please check with them.

JRO:ha

cc H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
DEC 3 1974
☐ ENGR. ☑ COOR. ☑ LAE ☑ AE ☐ UC
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8481

yellow 1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 27, 1974

TO

Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Govts.
Jackson County Courthouse
Medford, OR 97501

FROM

George N Hopkins
G. N. Hopkins
Project Development Engineer

SUBJECT

Draft Environmental Statement
District No. 8
Federal Aid Secondary
Head Road-Airport Road Section
Biddle Road, FAS 15-107
Jackson County

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact Mr. Gary Potter, Environmental Section, State Highway Division, Salem, Oregon 97310. Phone 378-8486.

Attachments

BLG:pr

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FAS 15-107
Jackson Co

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

November 21, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Robert H. Prange
Rural Engineer, County-City Unit

RE: Biddle Road Extension
Head Road-Airport Road Sec.
FAS 15-107

Dear Mr. Prange;

Returned herewith your two alternate proposals for the construction of Table Rock Road at its intersection with the Proposed Biddle Road Extension.

Our recommendation is to retain the field proposal (Plan #1) to avoid a possible hazardous intersection due to limited sight distance and steepness of grade.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By Wm. Gaddis
Wm. J. Gaddis
Deputy Director

To Design 11-27-74
Attn. Lyle Watson

WJG/df

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☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
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fas
Jackson Co

November 15, 1974

Mr. William Gaddis
Assistant Director of Public Works
200 Antelope Road
White City, Oregon 97501

Dear Mr. Gaddis:

Enclosed is a penciled memorandum and two alternate proposals for the construction of Table Rock Road at its intersection with the Head Road-Airport Road, FAS 15-107, alignment. Please review this and return it with your recommendation as to either Plan 1 or Plan 2.

There is also enclosed for your information a timetable of happenings (hearing, EIS, approvals, etc.) for the Head Road-Airport Road section. The dates, although approximate, are fairly accurate, and are based on available information. We will certainly try to expedite our processes and obtain the various approvals at the earliest dates possible.

Very truly yours,

H. S. COX
County-City Engineer

By

RHP
Robert H. Prange
Rural Engineer
County-City Unit

RHP:sr

Enclosures

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ [illegible]
☐ UPE ☐ [illegible] R ☐ [illegible] ☑ RPE ☐

#8481

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

October 28, 1974

Salem, OR 97310

SUBJECT: Head Rd.-Airport Rd. Section
Biddle Road (FAS 15-107)
Jackson County

TO: Frank E. Terpin
Final Design Engineer

In response to your letter of October 7, requesting a hydraulics review of the subject project, attached is Drainage Report suggesting several changes to the proposed system. These revisions have been discussed with Earl Purdy, Resident Engineer, and he is in general agreement with them.

If you have any questions on the report, feel free to contact Steve Macnab.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

SHM:jrk

cc: Alfred Shirley, Jr.
Earl Purdy
Dick Lenz

1 [illegible] ✓
[illegible]
2 [illegible] 1

RECEIVED
OCT 29 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Other

REFERRED TO

Cole ___ Reed ___
Eriksen ___ Sample ___
Hager ___ [✓ Watson] LW.
[✓ Return] ☐ Forward ☐
Discuss Ltr. ☐ File ☐

BY FINAL DESIGN ENGINEER

#8481

Salem, Oregon
October 7, 1974

F.E.T.

Frank E. Terpin
Final Design Engineer

Victor D. Wolfe
Location Engineer

Head Road-Airport Road Section
Biddle Road (FAS 15-107)
Jackson County

A hydraulics review is requested on the subject section. Involved is a flooding problem in the vicinity of Table Rock Road (Sta. 65+00). Coupled with this flooding problem is the design of a combination ditch and storm sewer system which collects and conveys the storm water runoff westerly to Bear Creek.

At Sta. 80+00± is the outfall of an 18 inch storm sewer from the Airport. It discharges into a ditch along Hamrick Road. It is proposed to replace this outfall pipe with a 24 inch pipe and add the storm water from our proposed facility to it. Will this additional water create any problems along Hamrick Road?

Enclosed are prints of the Detail Map and Profile along with a copy of the Engineers Narrative Report. Cross-sections and field notes, etc. are available in the Final Design Unit.

Preliminary plans are scheduled to be sent out for review the first part of December. Any proposed changes of hydraulic design should be incorporated in the preliminaries.

[redacted]
Enclosures
cc: Lyle K. Watson

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 8 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FAS 15-107
Jackson Co.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

E. B. Klaboe
Administrator of Highways

July 19, 1974

Mr. William J. Gaddis
Assistant Director
Department of Public Works
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

Thank you for your letter of July 9, 1974, and sorry you were unable to attend the Study Committee Meeting on the Head Road-Airport Road draft EIS.

Three minor concerns were voiced on the project and require your assistance. First, we mention in the statement that the project is "...to the north of the central part of Medford" (page 1) and "...in the Medford urban area" (pages 2 and 3). We need clarification on whether the project is within Medford city limits partially/totally/not at all.

Second, have Jackson County and the city of Medford (if area is within city limits) considered the control of access to the highway by residents and commercial establishments? Access to the highway, at other than intersections with local and collector streets, may be a major determinant of future impact on land development and traffic service if access permits are granted on a piecemeal basis. Since access on FAS routes is a county responsibility, would you, in coordination with the city and county planning departments, consider the issue and provide some policy guidelines for planned access. A discussion of access could be included in the draft EIS section "Steps Taken to Minimize Harm."

Third, on page 27 of the revised draft we give a cost estimate of construction and right-of-way acquisition. The cost figure is for construction only. We need an estimate of the right-of-way cost.

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COUNTY & CITY SECTION
JUL 22 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Our office will make the graphic changes as suggested in my letter to you. We need the originals from your office as soon as possible so we can make those changes.

We look forward to receiving your comments on the above concerns and your general review of the revised draft.

Sincerely,

Dwight A. Smith
for George Ramjoue'
Project Coordinator
Environmental Section

GR:DS:cb

cc: Bob Prange
Earl C. Purdy
Eb Englemann

X-File this: FAS 15-107

April 4, 1974

Mr. Ronald G. Young
City Administrator, City Hall
Central Point, Oregon 97501

Dear Mr. Young:

In response to your letter of March 19, 1974, regarding the proposed Head Road-Airport Road Section of FAS 15-107, Jackson County, this project is presently scheduled for bid opening the first quarter of 1975. This project as presently proposed extends from a junction with FAS 15-106, easterly of Bear Creek, to Airport Road.

As you indicate, Pine Street in the city of Central Point is a county FAS route, #15-106, and as such is either under City or County jurisdiction. As you realize, Pine Street could be a city street with the county road routed over it. If FAS funds are expended on Pine Street it would be necessary for the County to request the project. Widening of Pine Street as an FAS project seems rather remote because Jackson County has exhausted its FAS credits and has actually been committed to an over-expenditure of FAS funds - so additional projects of a major nature would appear to be wishful thinking.

This office did have some correspondence with City Administrator Hutton last year relative to extension of Manzanita Street from Haskell to Front Street. At that time, July 24, 1973, Mr. Hutton was advised that the above-mentioned street was not eligible for the Special City Allotment program as it would be a new facility, which type of project is specifically excluded.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: Robert J. Carstensen
Jackson Co. Public Wks Director

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☐ UPF ☑ CE R RE X RFF ☐ [illegible]

CITY OF CENTRAL POINT OREGON

250 E. PINE ST. CENTRAL POINT, OREGON 97501 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

19 March 1974

RECEIVED
COUNTY & CITY SECTION
MAR 20 1974
☑ ENGR. ☑ COOR. ☐ GE ☒ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

County and City Relations Engineer
State of Oregon Highway Department
Salem, Oregon 97310

Dear Sir:

It has come to our attention that Jackson County is currently working on a cooperative project concerning the widening of Head Road, east of the City Limits of Central Point. As a result of discussing the implications of widening Head Road to four lanes with Bob Carstensen, Jackson County Engineer, we would like to request information on any work that you may anticipate on Pine Street; Federal Aid Secondary System (County/Local) through Central Point.

As I am sure you are aware, the City of Central Point, being a City just under 5,000 population within existing City Limits, had at one time in the past planned to widen Pine Street to four lanes. It is my understanding that Mr. Robert Hutton (former City Administrator) had worked with your office on a possible City, County, State project to achieve that end. As there is tremendous growth happening in Central Point, we are interested in considering such a proposal again.

We will appreciate your comments regarding this matter.

Yours very truly,

Ronald G. Young

Ronald G. Young
City Administrator
City of Central Point, Oregon

RGY:ris

250 E. PINE ST. CENTRAL POINT, OREGON 97501 PHONE 654-1201

THE HEART OF THE
ROGUE RIVER VALLEY

19 March 1974

RECEIVED
COUNTY & CITY SECTION
MAR 20 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. C. T. Babers, Superintendent
Southern Pacific Transportation Company
Union Station
Portland, Oregon 97204

Dear Mr. Babers:

The City of Central Point is interested in establishing an additional railroad crossing at Manzanita Street extension. Based on traffic counts and projected traffic volumes resulting from the rapid growth of Central Point and surrounding areas, BCATS 1985 plan has already been revised somewhat by the State of Oregon and Jackson County four lane proposed widening of Pine Street and Head Road. As a result of new considerations, a complete system using Manzanita Street and Pine Street or major widening of Pine Street through Central Point will be necessary to tie the four-lane projects east and west of Central Point together. It would appear that the one-way couplet system will have the least negative impact and accomplish the needed improvements at the least cost.

Therefore, we will appreciate your comments regarding Southern Pacific Transportation Company's feeling on the matter.

Very truly yours,

Ronald G. Young

Ronald G. Young
City Administrator
City of Central Point, Oregon

RGY:ris
cc: City/County Relations Engr.
State of Ore. Highway Dept., Salem.
PUC, Salem.

15-500
Jackson

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COUNTY & CITY SECTION
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☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☑ UE
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4-3-74

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Jackson County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 503,400. This is the estimated additional fund needed by Jackson County for the Head Road-Airport Road Section on Biddle Road County Road, FAS 15-100. Since Jackson County's annual Federal allocation is approximately $ 167,800, this represents all or a portion of its funds for the fiscal years 1976, 1977 and 1978, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Jackson County Court/Board of Commissioners at Medford, Oregon, on 3 April, 1974.

Jackson County, by and through
its County Court/Board of Commissioners

By
Judge/Chairman

By Henry F Hadgham Jr
Commissioner

By
Commissioner

8481

7-30-73

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated Federal Allocations of FAS Funds

Dear Sir:

Jackson County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 503,400. This is the estimated additional fund needed by Jackson County for the Head Road-Airport Road Section on Biddle Road County Road, FAS 15-100. Since Jackson County's annual Federal allocation is approximately $ 167,800, this represents all or a portion of its funds for the fiscal years 1976, 1977 and 1978, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Jackson County Court/Board of Commissioners at Medford, Oregon, on ____________________, 19__.

Jackson County, by and through
its County Court/Board of Commissioners

By ______________________________
~~Judge~~/Chairman

By ______________________________
Commissioner

By ______________________________
Commissioner

SALEM, OREGON
March 26, 1973

Head Road-Airport Road Section
Biddle Road, FAS 15-107
Jackson County

Mr. Donald R. Byard
Environmental Director

BUILDING

Attached is Jackson County's Draft Environmental Statement covering the subject FAS-C project. Please review the County's draft and comment on its contents so that the County can be advised as to conflicts, expansions, additions, etc.

This project was first conceived in March, 1971, and approved by the Highway Commission on March 30, 1971, by the State Executive Department on April 15, 1971, and by the Rogue Valley Council of Governments on April 26, 1971. (See attached letters.) The survey was recently completed and sent to Salem. (See attached Locating Engineer's narrative report.) Since the proposal is a part of the B-CATS Transportation Plan 1985, I am also attaching a copy of the Interim Report.

Jackson County will have to hold both a corridor and design hearing on this project and is most anxious to have the hearings out of the way in order to let the construction contract late this coming summer.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

SALEM, OREGON
March 20, 1973

Head Road-Airport Road Section
Biddle Road, FAS 15-107
Jackson County

Mr. Victor Wolfe
Location Engineer

BUILDING

Attn: Mr. P. L. Carstensen

We have examined the field data for this project and have found it is consistent with the County's wish and as approved by the Highway Commission, except that this estimate greatly exceeds the original estimate. The County at this time is approximately $100,000 short of Federal funds.

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑
☑ UPE ☑ CE ☑ RE ☑

SALEM, OREGON
March 20, 1973

Head Road-Airport Road Section
Biddle Road, FAS 15-107
Jackson County

Mr. Victor Wolfe
Location Engineer

BUILDING

Attn: Mr. P. L. Carstensen

We have examined the field data for this project and have found it is consistent with the County's wish and as approved by the Highway Commission, except that this estimate greatly exceeds the original estimate. The County at this time is approximately $100,000 short of Federal funds.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☑ U
☑ UPE ☑ OE

FORM 9.30 (REV 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
January 31, 1973

SUBJECT: Head Road-Airport Road Section
Biddle Road (FAS 15-107
Jackson County

To:

J. H. Versteeg
Region Engineer
Roseburg, Oregon

Please find enclosed 2 each of Supplementary Narrative Report requested by Region Design Engineer and letter from the County Engineer regarding reducing the original design speed on the above subject section.

Earl C. Purdy
Resident Engineer

By: Elmer H. Wooldridge
Elmer H. Wooldridge

ROSEBURG REGION
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Oregon State Highway Division
Head Road - Airport Road Section
Biddle Road (FAS 15-107)
Jackson County
Prefix No. 515-1489
January 26, 1973

SUPPLEMENTARY NARRATIVE REPORT

This report is being made in regards to alignment and superelevation in the vicinity of Table Rock Road intersection.

The alignment as shown has been approved by the County Engineer and seems to satisfy Mr. Rabor and Mr. Fech, property owners easterly of Table Rock Road, in respect to avoiding their improvements.

This office suggested the idea of a sub standard superelevation runoff through the spiral into the 6 degree curve in order to match the existing 4 persent grade on Table Rock Road.

The superelevation of the 6 degree curve and length of spirals was based on a maximum 55 mph speed limit desired by the County and was discussed with Mr. George Wills by letter, indicating the necessity for the use of 500 foot spirals and a 0.08 superelevation which is a safe 55 mph speed for the 6° curve.

On January 25, 1973, I discussed reducing the speed limit to 45 mph with Mr. Bill Gaddis, Assistant County Engineer, since through traffic would be involved in two intersection signals, one at Head Road and one at Table Rock Road and a signed cross road condition at Airport Road, all within a project length of 6,800 feet, more or less.

Mr. Gaddis agreed that these conditions justified a slower speed than 55 mph and will write a letter through this office indicating that the County will sign this project for 45 mph.

This office suggests that a maximum 0.04 superelevation be used on the 6 degree curve and that the runoff be achieved within the 500 foot spiral.

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

January 30, 1973

Earl Purdy, Locating Engineer
1019 N. Riverside
Medford, Oregon 97501

Re: Biddle Road Extension
Airport Road - Head Road

Dear Earl,

In regards to your question concerning feasibility of a 45 M.P.H. design speed for subject road, we feel that this would be appropriate for this section.

We are in favor of retaining the horizontal curvature shown on your detail map.

Very truly yours,

Robert J Carstensen

Robert J. Carstensen, Director
Department of Public Works

RJC:tlh

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 19, 1973

SUBJECT: Signalization
Head Road - Airport Road
Biddle Road FAS 15-107
Jackson County

To: Victor Wolfe
Location Engineer
SALEM

The County had requested signalization at two intersections, Head Road - Hamrick and Table Rock Road.

The intersection at Table Rock Road will be a 5 phase, fully actuated, solid state signal, anticipated cost $30,000.00.

Due to the anticipated volume and warrant consideration, a signal at Head Road and Hamrick Road is not warranted.

The channelization on the project should meet our standard.

GLEN L. CLARK
Region Traffic Engineer

BY RICHARD J. STEYSKAL
Design Engineer

RJS/jw

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 11, 1973

SUBJECT: Temporary Protection & Direction of Traffic
Head Road-Airport Road Section
Biddle Road (FAS 15-107)
Jackson County

To: Mr. Victor D. Wolfe
Location Engineer
SALEM

Attention P. L. Carstensen

The following is an estimate of cost of providing signing for "Protection & Direction of Traffic".

The cost of providing signs shown in Case "E", O.S.H.D. Standard Drawing S-9, at each end of project, is estimated at $1,400.

The attached sketch map depicts the suggested signs and placement during construction.

The total cost estimated for the "Temporary Protection and Direction of Traffic is $9,032.

A summary of proposed signs and barricades is attached.

J. X. WILSON
Region Construction Engineer

By RICHARD J. STEYSKAL
Engineer-Designer

RJS/cw
Attach.

SUMMARY OF ITEMS

SIGNS:

At Beginning and End Project Drawings S-9 Case "E"	$1,400.00
5-"ROAD CONSTRUCTION AHEAD" @ $100 ea.	500.00
3- " " " w/flashing beacon @ $200 ea.	600.00
2-"SLOW" w/flashing beacon @ $200 ea.	400.00
1-"ONE LANE ROAD AHEAD" @ $100 ea.	100.00
5-"FLAGMEN AHEAD" @ $100 ea.	500.00
5-"BE PREPARED TO STOP" @ $100 ea.	500.00
5-"END CONSTRUCTION" @ $70.00 ea.	350.00
2-WI-7-24 @ $70.00 ea.	140.00
Subtotal	$4,490.00

BARRICADES:

8x8' Type III Barricades (Lighted)	64 lin. ft. @ $5.00/lin. ft.	320.00
8x8' " " "	64 lin. ft. @ $4.25/lin. ft.	272.00
20 Type II Barricade, Lump Sum		150.00
	Subtotal	$5,232.00

Flagging	3,800.00
TOTAL	$9,032.00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 11, 1973
Roseburg, Oregon

SUBJECT: Soils & Geology Report
Head Road-Airport Road Section
Biddle Road FAS 15-107
Jackson County

To: Earl C. Purdy
Locating Engineer
Medford

Geology

Two basic geologic units are present within the project area. The oldest unit is Quaternary bench gravels which consist of poorly graded 6"-0 gravels. Examples of the material comprising this unit is shown in the attached photographs 1 and 2. The unit forms an elevated bench about 20' above the alluvial bottomland bordering Bear Creek. Photograph 3 shows the topographic relationship between this unit and the alluvial bottomland.

The other unit is mapped as Quaternary alluvium. This unit forms the flat alluvial bottomland bordering Bear Creek. This unit consists of sands, silts, and gravels overlain by several feet of clayey overburden soil.

Topography

From the start of the project at Sta 39+00, the alignment crosses the flat alluvial bottomland to about Sta 65+00. Between Sta 65+00 to the end of the project at Sta 100+00, the alignment more or less follows along the topographic break between the bottomland and the elevated bench.

Construction

Proposed construction will involve the following:

Sta 39+00-47+00	Minor cuts and fills less than 3' high.
Sta 47+00-61+00	Fills ranging up to 3' high.
Sta 61+00-66+50	Fills ranging 3-6' high.
Sta 66+50-71+00	Cuts 13-14' high on the left and daylight on the right.
Sta 71+00-77+50	Cuts up to 12' high on the left and fills up to 8' on the right.
Sta 77+50-100+00	Fills up to 8' high except minor cuts on the left at Sta 80-83 and 98-99+50.

No problems are anticipated with embankment foundation or standard slope design.

Construction will require 23,400 cubic yards of borrow. The tentative borrow site is located left of Sta 67+00-77+00 on property owned by Jackson County. Material from this site would be bench gravels represented by SD59391A and SD59391B.

Base Design

The base design which has been prepared for this project was based on soil samples obtained in 1971 during preliminary investigation. These soil samples (Lab No. 963156-963161) are typical of the soils found in the Quaternary alluvium unit. They fall in the A-6 AASHO classification.

As the project is set up now, only the portion of the job between Sta 39+00 to about Sta 60+00 will involve the A-6 type soil as subgrade. Through the rest of the project, the subgrade soil and embankment borrow will be bench gravels which fall in the A-1-a AASHO classification. These bench gravels are represented by SD59391A and SD59391B.

It is recommended that a new base design be prepared for the portion of the project between Sta 60+00-100+00 to reflect the better quality subgrade soil. Also, some consideration should be given to utilizing bench gravels as a select subgrade between Sta 39+00-60+00 where the A-6 type soils would form subgrade.

Material Sources

It is anticipated that aggregate for the project will come from commercial sources as in the case of the Airport Road-Hilton Road Section which was built in 1971. The source for that job was Parker Bar which is controlled by M.C. Lininger & Sons.

The closest state-controlled sources would be Kendall Bar (1R-5-470) or Little Butte Creek Bar (1R-2-1275).

All of the above described sources are shown in relation to the subject project on an attached map.

cc: J.H. Versteeg
F.W. Yarbrough
Project Records

Elliott Parker
Region Geologist

R D Halter

by: R.D. Halter
Asst. Region Geologist

SUPPLEMENTAL COST ESTIMATE

HEAD ROAD-AIRPORT ROAD
BIDDLE ROAD - FAS 15-107
JACKSON COUNTY

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1. Temporary Protection & Direction of Traffic	All	All	Lump Sum	$9,032.00
51. Traffic Signals	All	All	Lump Sum	30,000.00
		Subtotal		$39,032.00
	Subtotal Contract Items			599,997.00
	TOTAL CONTRACT ITEMS			$639,029.00
	Additional Anticipated Items			9,675.00
		Subtotal		648,704.00
	Engineering & Contingencies (20%)			129,740.80
			TOTAL	$778,444.80

650,000
30
620,000
75
765

12.9%, Eng & Con

[illegible]
.385
[illegible]

OREGON STATE HIGHWAY DIVISION
HEAD ROAD - AIRPORT ROAD SECTION
BIDDLE ROAD (FAS 15-107)
JACKSON COUNTY
JANUARY 1973

Sheet 1

ESTIMATE OF COST

Item	Unit	Total Quantity	Unit Price	Amount
1. Temporary Protection and Direction of Traffic	All	All	Lump Sum	
2. Mobilization	All	All	Lump Sum	28,600.00
3. Clearing and Grubbing	All	All	Lump Sum	10,000.00
4. Removal of Structures & Obstructions	All	All	Lump Sum	3,000.00
5. Borrow Excavation	Cu. Yd.	23,400	0.95	22,230.00
6. Ditch Excavation	Cu. Yd.	1,360	3.00	4,080.00
7. General Excavation	Cu. Yd.	36,260	1.00	36,260.00
8. Trench Excavation	Cu. Yd.	2,900	5.00	14,500.00
9. Finishing Roadbed & Slopes	Mile	1.16	3,000.00	3,480.00
10. Watering	M-Gal	350	3.00	1,050.00
11. Aggregate Base	Ton	10,300	3.00	30,900.00
12. ¾" - 0 Aggregate Base	Ton	1,220	3.25	3,965.00
13. Cement Treated Base	Ton	24,700	5.50	135,850.00
14. Portland Cement in C.T.B.	Ton	1,240	35.00	43,400.00
15. Asphalt in Seal Coat	Ton	73	90.00	6,570.00
16. Aggregate in Prime Coat	Cu. Yd.	80	6.85	548.00
17. RC-250 Asphalt in Prime Coat	Ton	14	100.00	1,400.00
18. Class "B" Asphalt Concrete Mixture	Ton	12,320	7.00	86,240.00
19. Asphalt Cement in Mixture	Ton	678	45.00	30,510.00
20. 12-inch Culvert Pipe	Lin. Ft.	588	4.50	2,646.00
21. 18-inch Culvert Pipe	Lin. Ft.	270	6.50	1,755.00
22. 24-inch Culvert Pipe	Lin. Ft.	1,320	8.75	11,550.00
23. 30-inch Culvert Pipe	Lin. Ft.	120	11.85	1,422.00
24. 10-inch Sewer Pipe	Lin. Ft.	310	4.30	1,333.00
25. 12-inch Sewer Pipe	Lin. Ft.	2,000	5.00	10,000.00
26. 15-inch Sewer Pipe	Lin. Ft.	1,230	6.00	7,380.00
27. 18-inch Sewer Pipe	Lin. Ft.	400	8.00	3,200.00
28. 36-inch Sewer Pipe	Lin. Ft.	1,420	23.00	32,660.00
29. 10-inch Siphon Pipe	Lin. Ft.	570	5.00	2,850.00
30. 12-inch Siphon Pipe	Lin. Ft.	68	6.00	408.00
31. Extra for Pipe Under Pavement	Lin. Ft.	26	5.00	130.00
32. Concrete Manholes	Each	6	400.00	2,400.00
33. Concrete Diversion Box	Each	1	500.00	500.00
34. Concrete Inlets, Type CG-1	Each	19	200.00	3,800.00
35. Concrete Inlets, Type CG-2	Each	14	220.00	3,080.00
36. Concrete Inlets, Type G-2MA	Each	2	325.00	650.00
37. Concrete Junction Box	Each	1	300.00	300.00
38. Concrete Settling Basins	Each	2	500.00	1,000.00
39. Concrete Siphon Boxes	Each	4	375.00	1,500.00
40. 8-inch Perf Pipe	Lin. Ft.	340	3.30	1,122.00

ESTIMATE OF COST (Con't)

Item	Unit	Total Quantity	Unit Price	Amount
41. Special Filter Material	Cu. Yd.	30	12.00	360.00
42. Type 2 Fence	Lin. Ft.	7,940	0.65	5,161.00
43. Gates - 16'	Each	2	300.00	600.00
44. Concrete Curbs	Lin. Ft.	12,500	3.10	38,750.00
45. Extra for Asphalt Approaches	Each	15	75.00	1,125.00
46. Loose Rip Rap	Cu. Yd.	11	20.00	220.00
47. Adjusting Manholes	Each	3	250.00	750.00
48. Metal Trash Rack	Each	2	150.00	300.00
49. 10-inch Metal Slide Valve	Each	4	90.50	362.00
50. 12-inch Metal Slide Valve	Each	1	100.00	100.00
51. Traffic Signals				
Total Contract Bid Items				* $599,997.00

Additional Anticipated Items

Adjustment of Mail Boxes	Each	5	35.00	175.00
Flagging	All	All	Lump Sum	4,500.00
Adjust Irrigation Facility Sta. 67+60	All	All	Lump Sum	2,800.00
Adjust Irrigation Facility Sta. 75+18	All	All	Lump Sum	2,200.00
	Sub-Total			$609,672.00
	Engineering & Contingencies (20%)			121,934.00
	GRAND TOTAL			$731,606.00

* Does not include Items No. 1 & 51

OREGON STATE HIGHWAY DIVISION
HEAD ROAD - AIRPORT ROAD SECTION
BIDDIE ROAD (FAS 15-107)
JACKSON COUNTY
JANUARY 1973

Sheet 1 of 2

QUANTITY SUMMARY

Item	Unit	Net	Allowance	Total Quantity
1. Temp. Protection and Direction of Traffic	All	All		All
2. Mobilization	All	All		All
3. Clearing and Grubbing	All	All		All
4. Removal Structures & Obstructions	All	All		All
5. Borrow Excavation	Cu. Yd.	21,292	2,108	23,400
6. Ditch Excavation	Cu. Yd.	1,234	126	1,360
7. General Excavation	Cu. Yd.	32,965	3,295	36,260
8. Trench Excavation	Cu. Yd.	2,625	275	2,900
9. Finishing Roadbed & Slopes	Mile	1.16		1.16
10. Watering	M-Gal	320	30	350
11. Aggregate Base	Ton	9,335	965	10,300
12. ¾" - 0 Aggregate Base	Ton	1,115	105	1,220
13. Cement Treated Base	Ton	22,442	2,258	24,700
14. Portland Cement in C.T.B.	Ton	1,122	118	1,240
15. Asphalt in Seal Coat	Ton	66	7	73
16. Aggregate in Prime Coat	Cu. Yd.	69	11	80
17. RC-250 Asphalt in Prime Coat	Ton	13	1	14
18. Class "B" Asphalt Concrete Mixture	Ton	11,200	1,120	12,320
19. Asphalt Cement in Mixture	Ton	616	62	678
20. 12-inch Culvert Pipe	Lin. Ft.	535	53	588
21. 18-inch Culvert Pipe	Lin. Ft.	245	25	270
22. 24-inch Culvert Pipe	Lin. Ft.	1,193	127	1,320
23. 30-inch Culvert Pipe	Lin. Ft.	111	9	120
24. 10-inch Sewer Pipe	Lin. Ft.	278	32	310
25. 12-inch Sewer Pipe	Lin. Ft.	1,824	176	2,000
26. 15-inch Sewer Pipe	Lin. Ft.	1,120	110	1,230
27. 18-inch Sewer Pipe	Lin. Ft.	370	30	400
28. 36-inch Sewer Pipe	Lin. Ft.	1,296	124	1,420
29. 10-inch Siphon Pipe	Lin. Ft.	520	50	570
30. 12-inch Siphon Pipe	Lin. Ft.	62	6	68
31. Extra For Pipe Under Pavement	Lin. Ft.	24	2	26
32. Concrete Manholes	Each	5	1	6
33. Concrete Diversion Box	Each	1		1
34. Concrete Inlets, Type CG-1	Each	17	2	19
35. Concrete Inlets, Type CG-2	Each	13	1	14
36. Concrete Inlets, Type G-2MA	Each	2		2
37. Concrete Junction Box	Each	1		1
38. Concrete Settling Basins	Each	2		2
39. Concrete Siphon Boxes	Each	4		4
40. 8-inch Perf Pipe	Lin. Ft.	310	30	340

OREGON STATE HIGHWAY DIVISION
HEAD ROAD - AIRPORT ROAD SECTION
BIDDLE ROAD (FAS 15-107)
JACKSON COUNTY
JANUARY 1973

Sheet 1 of 2

QUANTITY SUMMARY

Item	Unit	Net	Allowance	Total Quantity
1. Temp. Protection and Direction of Traffic	All	All		All
2. Mobilization	All	All		All
3. Clearing and Grubbing	All	All		All
4. Removal Structures & Obstructions	All	All		All
5. Borrow Excavation	Cu. Yd.	21,292	2,108	23,400
6. Ditch Excavation	Cu. Yd.	1,234	126	1,360
7. General Excavation	Cu. Yd.	32,965	3,295	36,260
8. Trench Excavation	Cu. Yd.	2,625	275	2,900
9. Finishing Roadbed & Slopes	Mile	1.16		1.16
10. Watering	M-Gal	320	30	350
11. Aggregate Base	Ton	9,335	965	10,300
12. ¾" - 0 Aggregate Base	Ton	1,115	105	1,220
13. Cement Treated Base	Ton	22,442	2,258	24,700
14. Portland Cement in C.T.B.	Ton	1,122	118	1,240
15. Asphalt in Seal Coat -	Ton	66	7	73
16. Aggregate in Prime Coat	Cu. Yd.	69	11	80
17. RC-250 Asphalt in Prime Coat	Ton	13	1	14
18. Class "B" Asphalt Concrete Mixture	Ton	11,200	1,120	12,320
19. Asphalt Cement in Mixture	Ton	616	62	678
20. 12-inch Culvert Pipe	Lin. Ft.	535	53	588
21. 18-inch Culvert Pipe	Lin. Ft.	245	25	270
22. 24-inch Culvert Pipe	Lin. Ft.	1,193	127	1,320
23. 30-inch Culvert Pipe	Lin. Ft.	111	9	120
24. 10-inch Sewer Pipe	Lin. Ft.	278	32	310
25. 12-inch Sewer Pipe	Lin. Ft.	1,824	176	2,000
26. 15-inch Sewer Pipe	Lin. Ft.	1,120	110	1,230
27. 18-inch Sewer Pipe	Lin. Ft.	370	30	400
28. 36-inch Sewer Pipe	Lin. Ft.	1,296	124	1,420
29. 10-inch Siphon Pipe	Lin. Ft.	520	50	570
30. 12-inch Siphon Pipe	Lin. Ft.	62	6	68
31. Extra For Pipe Under Pavement	Lin. Ft.	24	2	26
32. Concrete Manholes	Each	5	1	6
33. Concrete Diversion Box	Each	1		1
34. Concrete Inlets, Type CG-1	Each	17	2	19
35. Concrete Inlets, Type CG-2	Each	13	1	14
36. Concrete Inlets, Type G-2MA	Each	2		2
37. Concrete Junction Box	Each	1		1
38. Concrete Settling Basins	Each	2		2
39. Concrete Siphon Boxes	Each	4		4
40. 8-inch Perf Pipe	Lin. Ft.	310	30	340

QUANTITY SUMMARY (Con't)

Item	Unit	Net	Allowance	[illegible]
41. Special Filter Material	Cu. Yd.	28	2	[illegible]
42. Type 2 Fence	Lin. Ft.	7,220	720	7,[illegible]
43. Gates - 16'	Each	2		[illegible]
44. Concrete Curbs	Lin. Ft.	11,403	1,097	12,[illegible]
45. Extra for Asphalt Approaches	Each	14	1	[illegible]
46. Loose Rip Rap	Cu. Yd.	10	1	11
47. Adjusting Manholes	Each	3		3
48. Metal Trash Rack	Each	2		2
49. 10-inch Metal Slide Valve	Each	4		4
50. 12-inch Metal Slide Valve	Each	1		1

- AIRPORT ROAD
BIDDLE ROAD (FAS 15-107)
JACKSON COUNTY
PREFIX NO. 515-1489-901
JANUARY 1973

REPORT OF SURVEY

The purpose of this survey was to establish a route from the intersection of Head Road & Hamrick Road to Airport Road which would be an extension of the 4 lane Biddle Road project completed in the spring of 1972. To prepare map and profiles and provide estimate of cost to grade, pave and drain this extension of Biddle Road.

The survey was started in May 1971 and delayed on four separate occassions due to more urgent projects.

This will be a Class A (4) Highway. Deviations from state standards for this county road will be in the main roadbed curb section where there will be 2 foot clearance from edge of travel way to curb on right (Standards, Full Shoulder); 0.08'/Ft and 0.04'/Ft superelevation rates were used on the 6° and 2° curves (Standards 0.10/Ft and 0.06'/Ft). County has indicated a maximum speed limit of 55 MPH for this road and the rates per foot will permit this speed safely; Non-Standard super runoff at the beginning of the 6° curve was done to develop a 4% grade at Table Rock Road, whereas, it would be an 8% grade under stopping and turning conditions at this intersection.

The alignment was established using controls recommended by the County Engineer; at the beginning of the project the center line of Head Road was used, progressing ahead, a 0°30' curve was used to move the alignment away from a barn at Table Rock Road; using a 6° curve right and a 2° curve left and tying into the existing Biddle Road alignment with a slight angle at Airport Road, the Jackson County property located easterly at Table Rock Road was utilized to good advantage, also missing farm improvements and future airport runway clear zone. The existing runway is to be moved southeasterly to keep clear zone on county airport property. The bearings and coordinates were produced back from the Airport Road - Hilton Road Project.

The grade was established using controls at Head Road, Table Rock Road, City of Medford and BCVSA Sanitary Sewer crossings and Airport Road and existing Biddle Road intersection grade. The grade was rolled in two areas to reduce the embankment. The profile grade was carried at center line and superelevation was obtained by raising and lowering the outside curbs. There are several flat spots along the curbs where the super-runoff and adverse grade occur. Inlets have been located in these areas and can be adjusted and or the superelevation plan altered to correct any problem drainage. 1929 level datum was used to conform with level work done by Jackson County, City of Medford and other agencies.

The grade of Table Rock Road was lowered about 2 feet improving the sight distance to the intersection a little. A 30-inch City of Medford water main is located along Table Rock Road and the cost of lowering it to improve sight distance does not seem justified at this time since this intersection is to be signalized.

As requested by the County Engineer a temporary connection was designed at Head Road and will have a 500 foot taper from 24 feet wide to 68 feet wide. Channelization and signals will be required at this intersection.

The main roadbed typical section planned for this project is 4 12-foot travel lanes, 16-foot median and 2-foot shy distance to face of curb, 68 feet curb to curb total. Normal county road typical section will be 2 12-foot travel lanes and 4-foot paved shoulders.

REPORT OF SURVEY (Con't)

The base design for this project was originally set up by soils a[illegible] unit using 2 different thicknesses; Head Road (Hamrick) - Table Rock [illegible] total and Table Rock Road - Airport Road 13.5 inches total. This office re[illegible] using 15.5 inches total for the entire length, the components as follows 1.5 in. A.C. (final application) 4 inches A.C. immediate, 10 inches C.T.B. Also, the use of Plant Mix Bituminous Base should be considered in place of C.T.B. Note that stage construction involving placement of the final application of A.C. in about 5 years is necessary to meet the total CBE requirement for a twenty-year design. Copy of Project Base Design Report is in envelope included with location data.

Preliminary soils and geological exploration work was done and copies of the laboratory reports are in envelope included with location data. It is anticipated that the final report will be attached at Region level.

The County Engineer has requested traffic signal design and cost estimate at Head Road - Hamrick Road and Table Rock Road intersections. This information and cost for Temp. Protection and Direction of Traffic will be added at Region Office level.

The project will involve traffic conflicts at Head - Hamrick Road and Table Rock Road intersection. The construction at Head - Hamrick Road will have to be done under traffic with considerable number of trucks which will use Hamrick Road south. With County concurrence, through traffic, during construction of Table Rock Road and main line intersection work, can be detoured. Detour will be County responsibility. Traffic problems at Airport Road tie in will be minor and no other traffic conflicts are anticipated. The County will furnish and install permanent traffic control signs.

There will be conflicts with both underground and aerial utilities. The County will assume the adjustment obligation and inform the respective utility companies involved when plans become available. A print of the detail map showing utility conflict and information and adjustment tabulation will be made available to the County upon completion.

The County will prepare the necessary right of way options and acquire the additional right of way and easements needed for this project. A right of way map should be prepared for the County by our right of way unit. Ownership information in envelope included with location data.

The sizes of the storm drain system were determined using discharge and pipe design sheets as shown in T.B. No. 19. Work sheets are in envelope included with location data. It will be necessary to enlarge the existing airport drain system opposite station 78+70 which outfalls in Hamrick Road roadside ditch. It is planned to drain the roadway from station 78+00 to 100+00 at this location. A 30-inch culvert is planned to replace a 12-inch culvert at the low point of Table Rock Road. Local residents on the east side have been flooded and have requested at least this size of culvert to help relieve this situation during any future flooding condition.

The County is preparing the environmental statement and will conduct one public hearing for both corridor and design. Civil Rights investigation has been made and submitted previously.

The existing airport cross-runway is located 185 feet southeasterly of station 80+50, however the runway is to be moved further southeasterly so that 20:1 clear zone will not extend beyond the Jackson County Airport property and the SW edge of the new clear zone will be just easterly of the curb line opposite station 83+75.

REPORT OF SURVEY (Con't)

Two private irrigation systems, which crossings are located at 67+25 and 74+80, will be in conflict. The suggested design and estimate of cost to restore these systems are included in the location data and have been shown in the estimate under anticipated items. The area these systems are located in is the tentative borrow area and will have to be revamped at the time if the borrow area is approved by the FAA and County Commission.

The work to be done by contract includes clearing and grubbing involving approximately 5.7 acres of pear orchard and scattered brush and trees. This will be paid for on a lump sum basis and performed in conformance with standard specifications.

Removal of structures and obstructions are shown on the map and estimate data and shall be paid for on a lump sum basis.

The construction of 1.16 miles of main roadway, county roadway, road connections and approaches will require approximately 32,260 cu. yds. of general excavation unclassified and approximately 23,400 cu. yds. of borrow excavation. A tentative borrow site, pending FAA and County Commission approval is located on County Airport Property, left between station 67+00 and 77+00. There is approximately 8 acres at this site and depth of about 2 feet would be necessary to obtain the required excavation. County to determine borrow site specifications. There will be no measurement or payment for overhaul.

The items involved in the installation of drainage cross culverts, storm drain systems, irrigation systems and other drainage items are shown on the map, profile and estimate. Irrigation requires special attention and contact should be made with the private user before installation due to changing conditions.

The construction of 1.16 miles of main roadway, county roadway, connections etc. will require approximately 10,300 tons of aggregate base, 1,220 tons of $\frac{3}{4}$" - 0 material, 24,700 tons of cement treated base, 1,240 tons of Portland cement in C.T.B., 12,320 tons of class "B" asphalt concrete mixture. Other surfacing items are shown in the estimate. Material source to be commercial.

The construction of 15 asphalt concrete approaches to be paid for on tonage basis and extra for asphalt approaches.

The construction of approximately 7,940 lin. ft. of type 2 fence with 2 16-foot gates

The construction of approximately 12,500 lin. ft. of concrete curbs. The County has requested type "A" curbs.

There will be no seeding and mulching incorporated into the project and State to do the striping at County expense as per County Road FAS-C Project Request.

Other construction items not mentioned have been included in the estimate and covered by supporting calculations in the estimate and reports folder.

January 22, 1973

Mr. William J. Gaddis
Asst. Director of Public Works
Jackson County Courthouse
Medford, Oregon 97501

Dear Bill,

I am enclosing a copy of a Preliminary Study Outline-Environmental Impact Statement which was developed by our Environmental Section for an FAS-C project similar to the Head Road-Airport Road Section of FAS 15-107. I am sure you will find it useful in writing your own Environmental Impact Statement.

In case you do not already have them, I am enclosing clearinghouse statements made by State and local agencies.

I have also discussed your situation with our Environmental Section and they stand ready and willing to assist you in any way possible. If you want any help call or write to Donald R. Byard, Environmental Director, phone 378-8486, here in the Highway Building.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

For H. S. Cox
County and City Engineer

RHP:ljt
Encl.

cc: D. R. Byard

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☐ HPE ☐

Jackson Co.
FAS 15-107

December 21, 1972

Mr. William J. Gaddis
Assistant Director of Public Works
Courthouse
Medford, Oregon 97501

Dear Bill,

At your request I am sending you a copy of PPM 90-1, Environmental Impact and Related Statements, a copy of D.E.Q. Guidelines, and some typical Draft Environmental Impact Statements for your use in writing a Draft E.I.S. for the Head Road-Airport Road Section of FAS 15-107.

Please note that the draft statement must be completed prior to, and also made available at, the corridor hearing. Copies of the draft statement are to be made available to all interested Federal, State, and local agencies and to any interested persons for review and comment.

After the hearing comments from the various agencies and the hearing transcript are evaluated, the draft statement is then rewritten into the Final Environmental Impact Statement, taking into account all significant review comments and statements.

If you have any questions or wish additional information please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

For H. S. Cox
County and City Engineer

RHP:ljt

Encl.

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐

MAY 11 1972

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Head Road - Airport Road
Highway: F.A.S. 15-107
County: Jackson
Prefix: 515-1489

Res. Engr. Earl C. Purdy
Approx. Length 1.25 ± miles
Sta. to Sta.
Date 4-28-72

Structural Section	A	B
Mean Truck A.D.T.	632.0	168.0
Traffic Coefficient	9.4	7.6
18 kip s. a. per day	191.0	30.9

Annual Precipitation 19" +
Frost Penetration - - -
CBE Total Requirement 31.5"

(1)

Typical Soil

37	LL
19	PI
90	%P 10
54	%P 200
10	% Gravel
8	% C Sand
28	% F Sand
32	% Silt
22	% Clay
6	R Value
A-6	AASHO Classif.

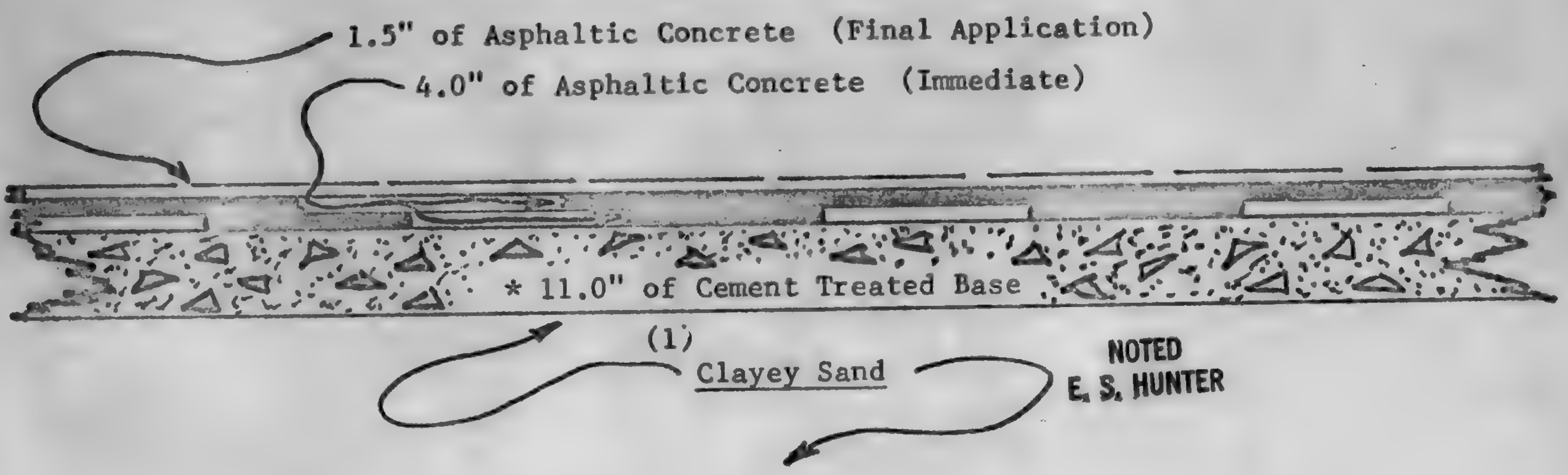
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
20.0	11.0	C.T.B.
31.0	16.5	

STRUCTURAL SECTION A

Hamrick Road - Table Rock Road


1.5" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
* 11.0" of Cement Treated Base
(1)
Clayey Sand

NOTED
E. S. HUNTER

-over-

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

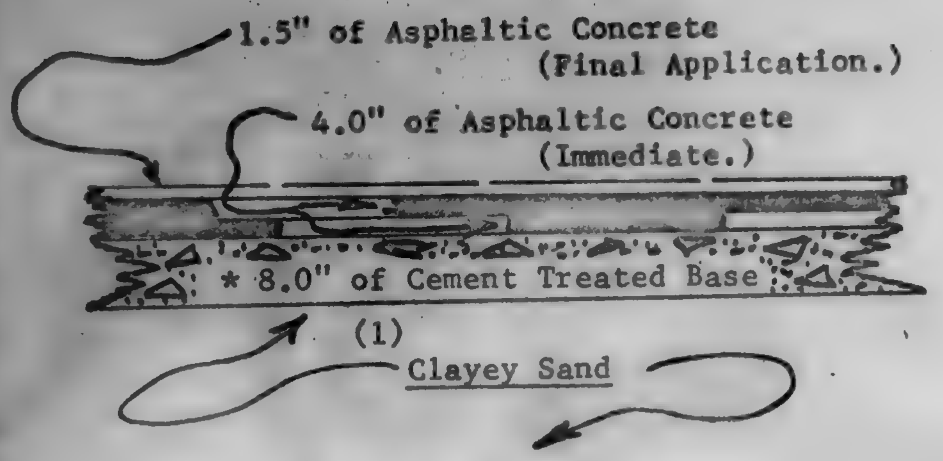
Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

STRUCTURAL SECTION B

Table Rock Road - Airport Road


1.5" of Asphaltic Concrete (Final Application.)
4.0" of Asphaltic Concrete (Immediate.)
* 8.0" of Cement Treated Base
(1)
Clayey Sand

*. To be applied in two lifts.

CBE Total Requirement 25.5"

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	C.T.B.
25.5	13.5	

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Head Road - Airport Road

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	CTB	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	---	12.0"	---	28.5"	15.5"
7.0 - 8.0	3.5"	---	10.0"	---	25.0"	13.5"
6.0 - 7.0	3.0"	---	8.5"	---	21.5"	11.5"
4.8 - 6.0	2.0"	---	8.0"	---	18.5"	10.0"
Cars Only	2.0"	---	5.5"	---	13.5"	7.5"

Remarks:

Stage construction has been included as part of the design. The initial stage is based on a five-year design period, and plans for the placement of the Final Application of Asphaltic Concrete in about five years are necessary if the total CBE Requirement for a twenty-year design is fulfilled.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Hamrick Road - Table Rock Road

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

5,500 Present ADT (1972)

9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	240	1.5	360	300	450	135,000
3	115	1.5	173	144	1000	144,000
4	10	1.5	15	13	1250	16,250
5	140	1.5	210	175	3180	556,500
6	0	---	---	---	2570	- - - -
				632	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 851,750

TWENTY YEAR EWL 17,035,000

TRAFFIC COEFFICIENT 9.4

TRAFFIC ANALYSIS

SECTION: Table Rock Road - Airport Road

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

3,000 Present ADT (19 72)

4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	82	1.8	148	115	450	51,750
3	25	1.8	45	35	1000	35,000
4	3	1.8	5	4	1250	5,000
5	10	1.8	18	14	3180	44,520
6	0	---	---	---	2570	- - - -
				168 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 136,270

TWENTY YEAR EWL 2,725,400

TRAFFIC COEFFICIENT 7.6

SECTION: Head Road - Airport Road

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison between P.C.C. and A.C. made for this section.

See Items 6 and 12.

FAS

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 23, 1971

In reply refer to: 08-35-EC

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-15-107(-)
Head Road - Airport Road Section
Airport-Highway Clearance

Attached are the comments furnished by the Federal Aviation Administration in response to our request for a review as required by PPM 20-13.

You will note that although the section south of Airport Road is clear they have severe reservation about approving the section involved in the subject project.

Please be advised that these matters must be cleared up before a project can be programed in that area. If you will furnish the requested information we shall be pleased to forward it to FAA for their further review.

Enclosures

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☑ C.JR. ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

6-25-71

REFERRED TO
Young

FBK

NOTED
TOM EDWARDS

RECEIVED
JUN 25 1971
PROGRAM & PLANNING
DIVISION

Crane Hall?
Cook

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

16 June 1971

Mr. R. E. Simpson
Division Engineer
U. S. Department of Transportation
Federal Highway Administration
Box 300
Salem, Oregon 97308

Reference: Your letter of May 25, 1971, 08-35-EC/FAS 15-107

Dear Mr. Simpson:

In response to your referenced letter our review indicates that the Biddle Road reconstruction as proposed south of Airport Road, does not appear to conflict with future development of the Medford-Jackson County Airport.

However, it should be noted that the FAA will probably object to the location of the future extension of Biddle Road north of Airport Road, as shown on the sketch enclosed with your letter. Dependent on more complete information, such as, road elevations in the clear zone area and distance of the road from the runway end, our objections would be based on the following:

1. The future extension appears to be located within the inner part of the clear zone of Runway 7 as well as the primary surface itself. This area may be developed as an extended runway safety area.

2. If the adjusted height of the roadway (15') penetrated the approach surface and/or the primary surface it would constitute an obstruction in accordance with Federal Aviation Regulations Part 77.23 (b) (2).

It is recommended that prior to construction of the future road extension, this office be consulted with regard to its alignment and profile. Our evaluation will be based on the airport plan which may be in effect at the time and will take into account the recently revised Part 77 of the Federal Aviation Regulations.

Sincerely,

ROBERT O. BROWN
Chief, Airports Division, NW-600

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☑ C.[illegible]R. ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

8481

RECEIVED
MAY 19 1971
FOR FILING

45 P

5-14-71

PREFIX NO. 515-1489

LOCATION PROSPECTUS
HEAD ROAD-AIRPORT ROAD SECTION
BIDDLE ROAD, FAS 15-107
JACKSON COUNTY

HIGHWAY: Biddle Road. Federal-aid Secondary No. 15-107.

TERMINI: The northerly terminus is at the junction of Head Road and Hamrick Road. The southerly terminus is at Airport Road, approximately 0.25 mile easterly of Table Rock Road.

LENGTH: 1.25 miles.

PROGRAM: 1971 FAS-C Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of costs for grading and paving on new alignment. Soils investigations will be conducted. Special storm drainage system is indicated. Investigations of past high water data will be made to determine if the design of this project will be affected. Reconnaissance study is not necessary. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT is 5,500; projected ADT is 8,200.

STANDARDS: Class A(4). Deviations from State and AASHO standards are anticipated in the width of shoulders and possible curvature.

TYPICAL SECTION: Four 12-foot travel lanes, 16-foot median and 2-foot shy distance from curb to travel lane.

ACCESS: Under County jurisdiction.

BASE DESIGN: To be determined during survey.

ADD'L FACILITIES: The Medford Municipal Airport lies easterly of this project.

MATERIAL: Commercial or County.

AGREEMENTS: Routine utility adjustments may be necessary. An opportunity for a public hearing will be offered.

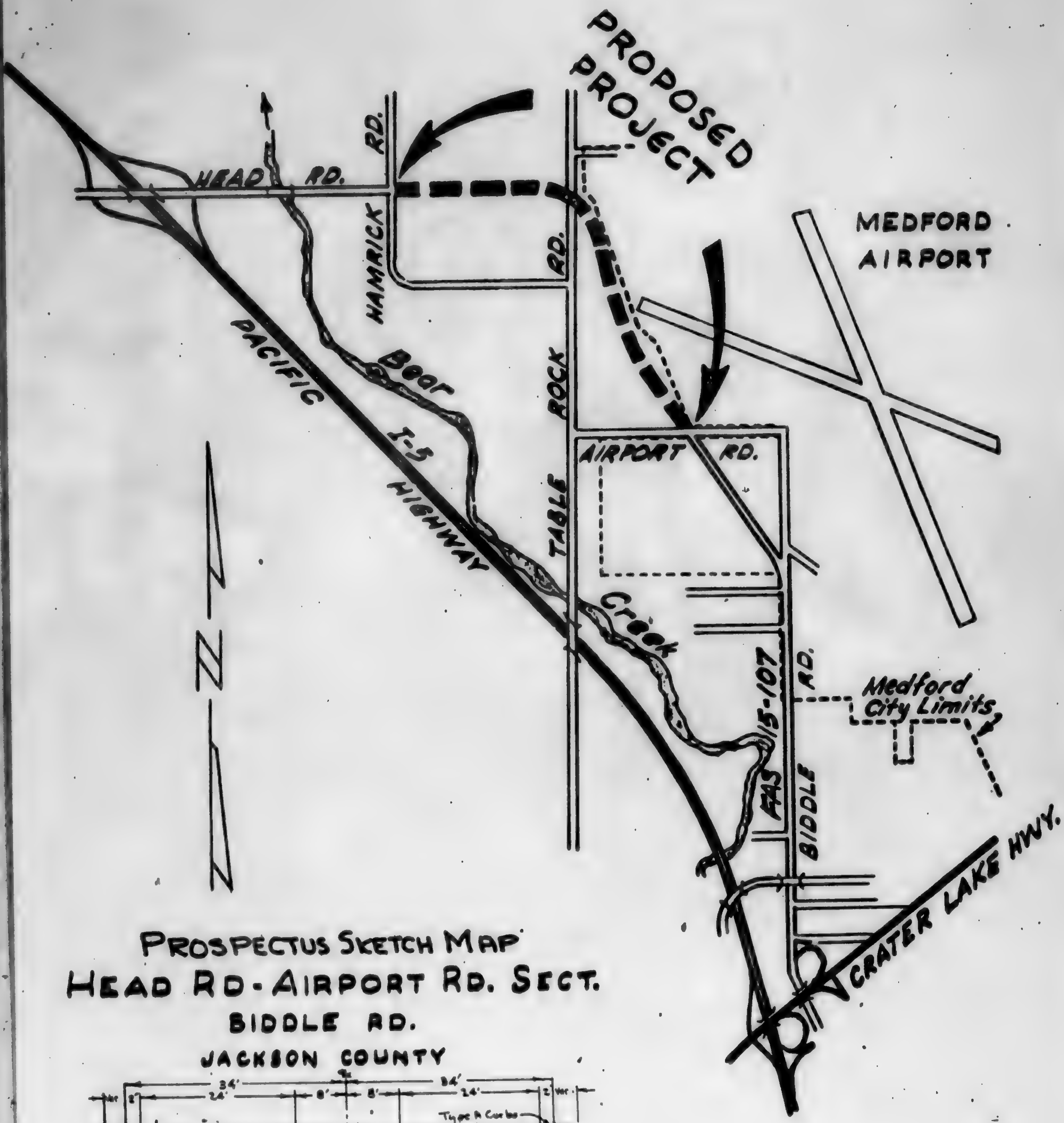
PARKS: None.

May 14, 1971
Attach
cc's - over

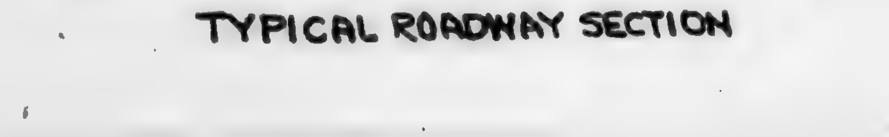
NOTED
E. S. HUNTER

cc: Federal Highway Administration (3)
C. T. Keasey (3)
R. L. Porter
F. B. Klaboe
A. B. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
C. G. Swenson
W H. Tebeau
F. E. Terpin
G. C. Wills
F W. Yarbrough (2)

RECEIVED
MAY 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER


PROPOSED PROJECT
HEAD RD.
HAMRICK RD.
TABLE ROCK RD.
MEDFORD AIRPORT
PACIFIC I-5 HIGHWAY
Bear Creek
AIRPORT RD.
FAS 15-107
BIDDLE RD.
Medford City Limits
CRATER LAKE HWY.
N

PROSPECTUS SKETCH MAP
HEAD RD - AIRPORT RD. SECT.
BIDDLE RD.
JACKSON COUNTY


34'
34'
24'
8'
8'
24'
2'
2'
Var.
Var.
Type A Curbs

TYPICAL ROADWAY SECTION

Form [illegible]

8481

EGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section Head Road - Airport Road

Date April 16 19 71

Highway Biddle Road, FAS 15-107

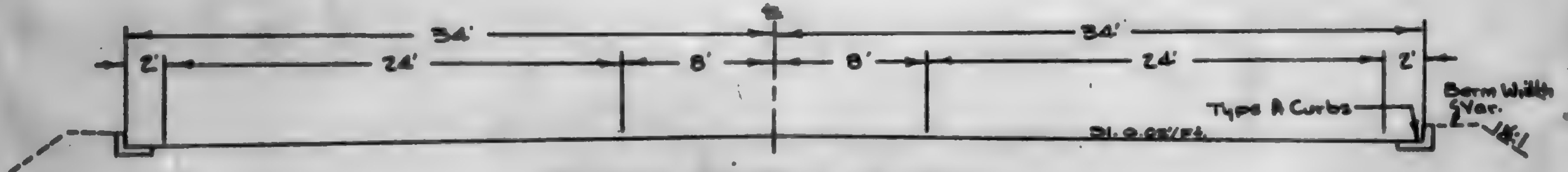
Authorization No. 1

County Jackson ~~Region 3~~

Survey Prefix 515-1189 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is at the junction of Head Road and Hamrick Road 0.57 mile easterly of Interstate No. 5. The route runs in an easterly then southeasterly direction to Airport Road, the southerly terminus, which is 0.25 mile easterly of Table Rock Road. Length 1.25 miles



TYPICAL ROADWAY SECTION

Purpose of survey:

To prepare plans, specifications and cost estimates, grading, paving and drainage.

Estimate of cost:

Field - -	(901)	$8,700.00
Final Design	(905)	2,000
Soils	(910)	600
Prel. Studies	(918)	500
Specifications	(921)	200

RECEIVED
COUNTY & CITY SECTION
MAY 13 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 12,000.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Earl C.

Field Engineer

Recommended for Approval:

John C

REG. CONSTR. ~~Division~~ Engineer

Recommended for Approval:

Design ~~Construction~~ Engineer

Approved:

Ass't State Highway Engineer

State Printing [illegible]

8-2-71 15 #

RECEIVED
APR 20 1971
FOR FILING

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
Cleighton Penwell
~~EDWARD G. WESTERDAHL II~~
Director

April 15, 1971

Klaboe
cy Edw
4-19-71

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Young
4-19-71

Re: Head Road-Airport Road
Clearinghouse #71.0106

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. In endorsing the project the Local Government Relations Division said:

> "This project carries out the proposal in the Bear Creek Area Transportation Study, Interim Report, page 26 ... The Council of Local Governments on April 27, ... recommended that the Highway Division proceed as rapidly as possible to connect Biddle Road with the Head Road, I-5 Interchange. The present project would accomplish that. We are advised that the proposal raises no environmental considerations. We therefore endorse it as a logical completion of a desired traffic link."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

NOTED
F. B. KLABOE

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

4-14-71

APRIL 14, 1971

Register-Guard, Eugene--4-4

Mt. Pisgah Park 'future' no real problem

Concern about which government, the state or the county, should have prime responsibility for future development of Mt. Pisgah Park is unnecessary.

The immediate need is for the state to fulfill Governor Tom McCall's promise that the 3,500-acre park site will be acquired while it remains available at a never-to-be seen-again bargain price of approximately $1.5 million.

Anyone who has been through this magnificent tract of wilderness and semi-wilderness lying between the Middle and Coast Forks of the Willamette River must realize that the highest and best use of its public recreation potentials commands retention of much of it in its natural state. Therefore, the question of development costs should cause no hang-ups.

To be sure, to uphold an understanding with the governor, Lane County's government should build hiking or riding trails through the park, probably a road to the summit of the mountain and a lookout facility from which visitors can enjoy panoramic views in every direction. Some public picnicking facilities should be provided relatively soon at several locations within the park, and some areas set aside for youth organization camping uses.

But, done in prudent priority order, none of these developments will be costly. Even if the state should decide to establish one or more standard campgrounds within the Mt. Pisgah tract, those facilities should not be unduly expensive.

After all, and this is the essential point, once the Mt. Pisgah land has been purchased, the public (Lane County residents and all other Oregonians) will have a priceless natural recreation preserve to utilize carefully, as considered judgments indicate best. Future generations, far more than the present, will be benefited by existence of this large and multi-advantaged park. The site is located only minutes' driving time from either downtown Springfield or Eugene. Yet there are places within it where one can and should always be able to imagine that he is far, far away from any city.

Rather than worry needlessly about development costs of this park, the state, the county and recreation-minded citizens should be thinking about such possibilities as these: siting of arboretums within the park; building of trails by volunteer youth (and adult) work parties; establishment of bird and even game sanctuaries, and, such simple essentials as public rest rooms and safe water supplies (which could be financed by interested organizations and individuals or even provided by donations of labor and materials). There also is a prospect of some federal aid.

Mt. Pisgah Park opportunities are not akin to those in Alton F. Baker Park or those inherent in the Dexter State Park plan. Each of these recreation areas will have its own special features.

So let all who can envision the great worth of having large, and largely primitive, Mt. Pisgah Park get on the same bandwagon now. Its acquisition and whatever development this park may require should bankrupt no one. But establishment of this park now will enrich the lives of countless people, increasing through every year of the future. Failure to establish it now would be to flub a triple-A public recreation investment chance.

Oregon Journal, Portland--3-31

U.S. Funds Sought For 3 Road Projects

SALEM — Three project requests for federal-aid traffic operations programs were approved Tuesday by the Oregon Highway Commission. The projects, at Beaverton, Albany and Gladstone, are designed to increase highway capacity and safety.

The Albany request involves upgrading of a traffic signal on South Pacific Blvd. at Queen St., widening on Queen and Calapooia Streets, channelization on South Pacific Boulevard and Queen Street and railroad droparm gates on Queen Street at an estimated cost of $115,000, of which $23,000 will be the cost to the state. Southern Pacific Co. will pay an estimated $25,000 as its share of the cost of railroad protection.

THE BEAVERTON project involves realignment of a 400-foot section of SW 6th Street to remove three curves at an estimated cost of $22,000, of which $4,400 will be the cost to the state.

The Gladstone project is for the installation of a traffic signal at SE McLoughlin Blvd. and SE Glen Echo Ave. That project's cost is estimated at $30,000, of which $6,000 will be the cost to the state.

An agreement with Beaverton was approved covering improvement of the Beaverton-Jamieson Road section of the Beaverton-Hillsdale Highway in Beaverton. Cost of the project is estimated at $325,000.

Approval was granted to Wheeler County to make repairs to Muddy Road, which traverses parts of land along the John Day Scenic Waterway southerly from Clarno. The road serves several ranches and a commercial recreation development known as Chaparal Ranch.

APPROVAL also was given to:

—A state-county program to develop an all-weather surface road to the Painted Hills State Park in Wheeler County, with a cost to the state of approximately $50,000.

—A 1.7-mile federal-aid secondary project involving grading, curbing and paving on the Head Road-Airport Road section of Biddle Road in Jackson County at an estimated cost of $420,000, of which $84,000 will be the cost to the state.

—Financing with federal-aid secondary funds a .55 mile project for widening the 5th Street-Oak Street section of the Rogue Valley Highway in Phoenix, Jackson County, at a cost of $200,000, with a 75 per cent state and 25 per cent city ratio in effect.

The Bulletin---- 3-31
Bend

Park reservation program reported

SALEM (UPI) — Eleven state parks will be included in the campsite reservation system this year, the Oregon Highway Commission has decided.

Umpqua Lighthouse park was dropped from the program, which began last year, and Harris Beach and Wallowa Lake parks have been added.

The reservation system will be in effect from May 17 to Sept. 5.

There will be no increase in the park fees of $3 for a trailer site and $2 for a camp site.

A parks advisory committee had

East Oregonian---- 4-2
Pendleton

SALEM (AP) — A watered-down trails bill has been approved by the Senate Environmental Affairs Committee.

The bill would set up a statewide trails system to be adminrtland-- 4-5

p'

I've often heard it
erous traffic situation
until a fatal accident
of one such traffic
as not live by this rule.
driven to the Mt. Hood
esort from Portland
ding disaster intersec-
the intersection where
sects highway 35.
this route for approxi-
onths and have been
escape with my life. I
h persons that weren't.
leave highway

proceed on to Mt. Hood Meadows, one must turn left to cross the oncoming lane. During the winter months, high banks of snow make it virtually impossible to see oncoming traffic until it is too late.

For the first-time driver to Mt. Hood, this is a death trap. I and many others would like to see early-warning signs posted in both directions and a yellow caution light at the site, and ultimately an overpass. These would at least bring the danger to the attention of the unsuspecting and not so cautious driver. Let no more needless deaths occur at this point.

DENNIS BRANNAN,
6833 NE Broadway.

4-1-71

Board Here Requested

By JIM PETERSEN

The Josephine County Planning Commission has taken the first step toward creation of a 16-member board to be known as the Wild Rivers Advisory Board.

Acting on a Thursday night recommendation from Commissioner [illegible] a resolution favoring creation of the board, with representation from Josephine, Jackson and Curry counties.

Dave Brashears, Josephine County planner, said today that the purpose of the proposed advisory board is to provide "local input" in management of the Rogue River as it now comes under control of the federally-sponsored Wild and Scenic Rivers Act and the state sponsored Scenic Waterways Act.

"The commission feels there is need for local input from the three counties since the Rogue now comes under direct federal and state control," Brashears explained.

Although no membership list was drawn at the Thursday night commission meeting, Brashears said there was agreement that membership should include a planning commission member from each of the three counties, county commissioners from Josephine and Curry counties, a lay member from each county and one person from Curry and Josephine counties representing the interests of those who earn their living on the river. Also included for possible membership is the director of the State Natural Resources Department.

Brashears said the commission is of the opinion that the Bureau of Land Management, the Forest Service and the State Highway Commission could benefit from local input concerning use of the river.

Under terms of the Wild Rivers Act, the BLM and Forest Service are charged with the [illegible] of enforcing stringent regulations concerning use and control of the river itself and a quarter-mile strip of land on both banks.

Oregon's Scenic Waterways Act, a close replica of the federal act, is administered under the director of the State Highway Commission.

Before the proposed advisory board becomes a reality, it must have the cooperation of participating officials in Jackson and Curry counties. Brashears said copies of the proposal are being forwarded.

The advisory board proposal is not new, according to Brashears. However, it has gained support with passage of the state Scenic Waterways Act and a brewing hassle between local, federal and state agencies over control of both the Rogue and the Illinois River. The Illinois has been designated as a study river under terms of the Wild and Scenic Rivers Act.

To prepare Josephine County for possible misunderstandings with federal and state agencies over control of the river, Brashears has prepared a six-part recommendation for inclusion in the county's almost completed comprehensive plan.

Brashears recommends:

(1) That land use controls be coordinated with state and federal agencies.

(2) That property owners be aware of special provisions that apply in the Wild Rivers area along the Rogue.

(3) That the county urge state and federal agencies to publish regulations they intend to enforce along the river.

(4) That proposed park sites in the area be purchased as soon as possible.

(5) That the county be particularly cognizant of soil characteristics when permitting development along the river.

(6) That the county encourage financing for special studies necessary to implement land use controls.

Brashears said he considers the addition to the plan important in order to "key out areas along the river where state and federal regulations will apply."

Brashears' River recommendations, as well as the rest of his comprehensive plan, are approaching the formal public hearing stage. He indicated those hearings could begin as early as the last of April.

FOR OREGON Daily Journal of Commerce, Portland------------------------------ 4-1

New highway projects scheduled

SALEM (djc) -- A list of upcoming road construction projects throughout the state has been revealed by the Oregon State Highway Commission along with fund estimates for each project.

Largest of the projects is estimated to cost $420,000. It is located in Jackson County and is a federal aid secondary project. Work involves a 1.7-mile project of grading, curbing, and paving on the Head Road-Airport Road Section of Biddle Road (FAS 15-107).

When completed the roadway will have four 12-foot travel lanes, a 16-foot median, and a two-foot shy distance from the curbs. Overall width of roadway is 68 feet.

Beaverton pact

The commission also approved an agreement with the City of Beaverton covering the improvement of the Beaverton-Jamieson Road Section of the Beaverton-Hillsdale Highway in Beaverton.

Provisions of the agreement provide for construction and maintenance of the project by the state. Project plans call for right-of-way acquisition, drainage, grading, basing, paving, curbing, signing and striping, and city cooperation with the state in the relocation or adjustment of utility facilities.

Cost of the project, including right-of-way, is estimated at $325,000.

Painted Hills road

Funds of $50,000 were approved for a state-county program agreement to develop an all-weather surface road to the Painted Hills State Park in Wheeler County. The county will release to the state an equal amount of FAS funds.

Financing was approved with FAS funds for a 0.55-mile project on the 5th Street-Oak Street Section of the Rogue Valley Highway in the city of Phoenix, Jackson County. The project involves widening the existing southbound city street within the present right-of-way to provide 44 feet between the curbs. Total cost is estimated at $200,000, with a 75 per cent state-25 per cent city ratio in effect.

The finance agreement had been set up with the City of Phoenix and approved Dec. 23, 1969.

Capital Journal, Salem------------------------------ 4-1

Need to Reserve At 11 Campsites

Campsites in 11 state parks will require reservations beginning Monday, May 17, the State Highway Commission has announced.

Two parks added this year are [illegible] Harris Beach north of Brookings and Wallowa Lake south of Joseph. Dropped from the reservation plan was Umpqua Lighthouse south of Reedsport.

Campers can reserve sites by calling the parks between 8 a.m. and 5 p.m. Monday through Friday through Sept. [illegible]

Cancellations of reservations may be made by calling toll free from anywhere in Oregon to a campsite information center in Salem maintained by the Highway Division. Reservations cannot be made at the center, however, division officials said.

To keep the reservation, campers must arrive by 6 p.m. Mondays through Thursdays, or by 9 p.m. Fridays.

The other nine parks needing reservations this year are Beachside, south of Waldport; Beverly Beach, north of Newport; Cape Lookout, south of Netarts Bay; Detroit Lake; Ft. Stevens, west of Astoria; Honeyman, south of Florence; Prineville Reservoir; Sunset Bay at Coos Bay; and The Cove Palisades, southwest of Madras.

Oregon Statesman 3-31
Salem

Traffic Safety Project Due At Albany

The State Highway Commission approved Tuesday a $115,000 federal-aid traffic safety project at Albany.

The work will include installing railroad drop arm gates on Queen Street, upgrading a traffic signal on Queen at South Pacific Boulevard, widening Queen and Calapooia streets and lane channeling on Queen and South Pacific Boulevard.

The state will pay $23,000 and Southern Pacific Railroad will pay $25,000. The city and federal government will pay the rest.

East Oregonian----4-3
Pendleton

Approval given for Wheeler road repairs

SALEM — The State Highway Commission has granted approval to Wheeler County to make repairs to a county road which traverses parts of related adjacent lands along the John Day Scenic Waterway southerly from Clarno.

Plans call for widening the existing road to 24 feet and surfacing it with native material. It will be a job which involves flattening of side slopes and improvement of line of sight. The work will be done with county forces.

The commission also approved a state-county program agreement to develop an all-weather surface road to the Painted Hills State Park in Wheeler County.

The cost to the state will be approximately $50,000. The county will release to the state an equal amount of federal aid secondary funds.

The World----------2
Coos Bay

Hearings Due

SALEM (UPI) — A series of public hearings throughout the state has been scheduled by the State Highway Commission to aid it in preparing rules for administration of the scenic waterways program.

The first hearing will be in Agness, in Josephine County, April 7.

Mail Tribune-----3-30
Medford

Biddle Road Project OK'd

SALEM (UPI) — A $420,000 project for improving 1.7 miles of Biddle Road in Jackson County was approved by the State Highway Commission today.

The improvement, providing four 12-foot lanes and a dividing center strip, will be financed mostly with federal funds. Only $84,000 of state money will be involved.

The project, scheduled for construction this summer, will extend from Hilton Road to Airport Road. County public works department officials indicated the northern section of the project involves relocation of Biddle Road.

The commission also approved financing with federal funds a half-mile project on the 5th Street-Oak Street section of the Rogue Valley Highway in Phoenix.

The project involves widening the southbound city street to 44 feet. Cost is estimated at $200,000, with the city paying 25 per cent.

Mail Tribune------4-4
Medford

Highways Unit

SALEM (UPI) — The State Highway Commission has launched a nationwide search for someone to direct a new environmental unit which will supervise design and engineering of highways to be compatible with the environment.

The new environmental unit will include an ecologist, an acoustical engineer, professional civil engineer with ecological orientation, an engineering technician and a research analyst and writer.

RECEIVED
COUNTY & CITY SECTION
APR - 61
☑ ENGR. ☑ COOR. ☑ UE ☑ RE ☑ UE
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APRIL 7, 1971

Register-Guard, Eugene------------------3-20

Beach law case to begin Monday

PORTLAND (AP) — A court test of Oregon's 1967 beach law will begin Monday with a trial in U.S. District Court.

Mr. and Mrs. William Hay, owners of the Surfsand Motel at Cannon Beach on the north Oregon coast, have challenged the constitutionality of the law. It establishes the right of public access and state sovereignty on the coastal dry sand areas.

The Hays were ordered by a Tillamook County Circuit Court judge in 1969 to take down a fence they had erected on beach sand to provide privacy for motel guests.

The Oregon Supreme Court upheld the decision the same year.

The arguments will be heard by a three-judge panel, consisting of Chief U.S. District Court Judge Gus J. Solomon, and Judges John F. Kilkenny and James M. Carter of the 9th Circuit Court of Appeals.

Oregon Journal-----4-3
Portland

Highways Tied To Environment

SALEM (UPI) — The Oregon State Highway Commission has launched a nationwide search for someone to direct a new environmental unit which will supervise design and engineering of highways to be compatible with the environment.

The new environmental unit will include an ecologist, an acoustical engineer, professional civil engineer with ecological orientation, an engineering technician, and a research analyst and writer.

Spotlight---------3-25
Scappoose

Notice Asked For Bus Trip

The St. Helens Lions Auxiliary reminds those interested in the Highway 30 meeting scheduled for March 30, the bus will load at 7:45 a.m. at the County Courthouse in St. Helens. The group has a meeting arranged with the Highway Commission in Salem to discuss improvement of Highway 30 in Columbia County.

The auxiliary asks those who plan to make the trip to notify them as soon as possible, by calling either 397-3139 or 397-1815 to inform the group.

Daily Journal of Commerce, Portland---------------------------4-1

FOR OREGON

New highway projects scheduled

SALEM (djc) — A list of upcoming road construction projects throughout the state has been revealed by the Oregon State Highway Commission along with fund estimates for each project.

Largest of the projects is estimated to cost $420,000. It is located in Jackson County and is a federal aid secondary project. Work involves a 1.7-mile project of grading, curbing, and paving on the Head Road-Airport Road Section of Biddle Road (FAS 15-107).

When completed the roadway will have four 12-foot travel lanes, a 16-foot median, and a two-foot shy distance from the curbs. Overall width of roadway is 68 feet.

Beaverton pact

The commission also approved an agreement with the City of Beaverton covering the improvement of the Beaverton-Jamieson Road Section of the Beaverton-Hillsdale Highway in Beaverton.

Provisions of the agreement provide for construction and maintenance of the project by the state. Project plans call for right-of-way acquisition, drainage, grading, basing, paving, curbing, signing and striping, and city cooperation with the state in the relocation or adjustment of utility facilities.

Cost of the project, including right-of-way, is estimated at $325,000.

Painted Hills road

Funds of $50,000 were approved for a state-county program agreement to develop an all-weather surface road to the Painted Hills State Park in Wheeler County. The county will release to the state an equal amount of FAS funds.

Financing was approved with FAS funds for a 0.55-mile project on the 5th Street-Oak Street Section of the Rogue Valley Highway in the city of Phoenix, Jackson County. The project involves widening the existing southbound city street within the present right-of-way to provide 44 feet between the curbs. Total cost is estimated at $200,000, with a 75 per cent state-25 per cent city ratio in effect.

The finance agreement had been set up with the City of Phoenix and approved Dec. 23, 1969.

Oregon Journal---- 4-2
Portland

Buildings For Sale

MILWAUKIE — Three buildings in the Wemme and Zig Zag areas of the Mt. Hood Highway will be sold at oral public auction April 9 starting at 1 p.m. on the premises of the first place listed, the district property agent of the Oregon Highway Department here advised.

[illegible] ----3-26

Construction Bids Opened

The Oregon Highway Commission opened bids today on 14 construction projects.

The projects and apparent low bidders are:

Clackamas: Grade and pave Boones Ferry Road between Country Club Road and Harvey Way in Lake Oswego. Cascade Construction Co., Portland, [illegible].

Lincoln: Improve landscape at Agate Beach wayside. All-City Landscape, Portland, $52,409.

Marion and Linn: Construct bridge over North Santiam River at Mehama on Albany-Lyons Highway. Riverside Construction, Milwaukie, $734,867.

Capital Press------4-2
Salem

11 Parks on Reservations

SALEM (UPI) — Eleven state parks will be included in the campsite reservation system this year, the Oregon Highway Commission has decided.

Umpqua Lighthouse Park was dropped from the program, which began last year, and Harris Beach and Wallowa Lake parks have been added.

The reservation system will be in effect from May 17 to Sept. 5.

There will be no increase in the park fees of $3 for a trailer site and $2 for a camp site.

A parks advisory committee had suggested a $1 fee be charged for the reservations, but the commission decided against that.

The parks in the reservation system this year will include Beachside, Beverly Beach, Cape Lookout, Detroit Lake, Fort Stevens, Honeyman, Prineville Reservoir, Sunset Bay, the Cove Palisades and Wallowa Lake

The News-Guard, Lincoln City-----------3-25

Higher traffic count on Hwy 18

The number of motor vehicles traveling to or from North Lincoln County on Oregon Highway 18 rose last December while vehicles entering or leaving the north county area on U.S. Highway 101 fell during the same month, according to figures released last week by the highway division

A recorder station one mile east of Valley Junction on Hwy. 18 recorded the passage of 4,732 vehicles in Dec., 1970, compared with 4,697 in Dec., 1969

Figures for the same months show that the number of vehicles passing a recorder station on Hwy 101 near Otter Rock fell from 2,392 in Dec., 1969 to 2,386 in December of last year. Vehicles recorded during the same months by a recorder station on Hwy 101 two miles south of Rockaway, showed a drop from 2,167 in Dec., 1969 to 2,086 last December

Sunday was listed as the maximum day for travel at the Valley Junction station, while the busiest travel days recorded by the Otter Rock and Rockaway station were Tuesday and Thursday respectively.

It is possible that the changing traffic patterns could reflect declining use of the Coast Highway by logging trucks, and increased use of Highway 18 by people traveling to the coast for leisure purposes from Portland and the Willamette Valley

Oregon Statesman 3-23
Salem

Intersection Signal to Be Changed

Traffic signals at the intersection of State Street and Lancaster Drive will be revamped Wednesday to facilitate traffic flow, state highway engineer R. L. Porter announced Monday.

Under the new system northbound and southbound traffic on Lancaster will have a green light at different times. This will allow left turns from Lancaster onto State without interference from oncoming traffic.

Traffic both directions on State will have the green light at the same time.

The system is identical to one which has been in operation for some time at 12th and State streets.

Porter said the work should be completed by late Wednesday.

Sun-Tribune------3-25
Sutherlin

Douglas County To Receive Allocation

The State Highway Commission today approved the allocation of Federal-aid Secondary Funds for fiscal year 1972 to the individual counties of the state. Total funds, including state and county match money, is $5,054,000.

The allocation has been computed in accordance with the formula developed by the Association of Oregon Counties, using the official 1970 U.S. Census and the January 1, 1971, road mileages. The formula provides for 25 percent to be allocated equally, 60 percent on rural population, and 15 percent on total county road mileage. Federal funds represent approximately 60 percent of the total county road FAS fund, with State and County funds estimated to be approximately 20 percent each.

The allocation for Douglas County in Federal Funds is $130,001 and the Total Funds, including state's and counties' match money (rounded to thousands) $217,000.

Eagle-------------3-25
Vernonia

OG Endorses Immediate Use Of US 30 Funds

The intragovernmental organization made up of representatives of the county, its cities and the Port of St. Helens has asked the state for immediate Highway 30 improvements.

The request is in the form of a resolution adopted by the Columbia County Council of Governments (CCOG) and addressed to the State Highway Commission.

The resolution notes that state officials have said that approximately $5.5 million is available to build a highway bypass at Scappoose—and that city officials have turned thumbs down on the routing proposed.

Given these circumstances, the resolution says, the appropriation very well might be spent to improve the highway from Rainier in a southerly direction

It was signed Thursday night by CCOG members representing the county and the port district and the cities of St. Helens, Rainier to acquire lard, easements and recreational sites along the Willamette Greenway cleared its first major hurdle Thursday.

Other big ones remain, primarily the Joint Ways and

Approved in a Senate Environmental Affairs Committee meeting were a proposed constitutional amendment (Senate J[illegible] Resolution 20) and a c[illegible]ion bill (Senate Bill 556) which would direct the State Highway Commission to implement the program if it passes the Legislature and wins approval at the polls in the May, 1972 primary.

Proponents of the Greenway system have been discouraged at the slow rate of land acquisition for the program, the principal stumbling block being lack of funds.

SJR 20 would direct the highway commission to sell $15 million in bonds to further development of the greenway system.

State Treasurer Robert Straub said the $15 million would allow the purchase of 7,500 acres of river bank lands and 6,500 acres of scenic easements.

Presently, 5,383 acres are in public hands, "a shadow of what was originally planned," he noted.

Failure to act, Straub said, would see the Willamette river bank spilled over with industrial plants and urban sprawl.

"We have time to save this dream if we act now," he concluded.

Oregon Statesman 3-26
Salem

Low Siletz Bridge Gains CG Approval

WASHINGTON (AP) — The U.S. Coast Guard office in Washington issued a permit to the Oregon State Highway Department Thursday for construction of a 31.5-foot-high bridge over the Siletz River at Lincoln City.

The permit destroyed hopes of local barge and towboat concerns which had sought a considerably higher bridge which they say would allow greater commercial development of the upper Siletz.

The 31.5-foot bridge on Interstate 101 will limit the height of river traffic. The boat people had sought a 60-80-foot-high bridge.

A highway department spokesman in Salem said bids for the bridge would be let on July 29.

News, Hood River---------------------3-25

Lights Proposed At 12th and May

The State Highway Department has issued a report declaring there is apparently no need for a traffic signal at the Belmont-12th street intersection here, but citing a need for better control at the 12th and May street intersection.

Results of the study were read to the city council here Monday night, and the state's complex proposal for the "T" shaped intersection at 12th and May was sent to committee for more study.

The city had requested the study as an extension of earlier council action regarding traffic hazards in Hood River's Heights business area.

The Belmont intersection traffic light proposal was termed "very marginal." The state study indicated only one of five accidents at the corner "might have been prevented" by installation of a signal. Cost was estimated at $24,000, but the type of installation wasn't detailed during the council meeting.

Farther north on 12th, a prime traffic trouble spot in Hood River, the state found a "more critical" situation. The plan for controlling traffic there would cost an estimated $12,000, and involve a multi-phase traffic flow plan for vehicles and pedestrians. The intersection is now marked only by stop signs in two spots.

Under the state plan, the city and state would share expenses on a 50-50 basis, each shouldering $6,000 of the cost. The state enters the picture because the route in question is a state highway. Once installed, it would be up to the city to maintain the signals.

In other business Monday night, the council initiated procedures for removal of a building on Fourth street adjacent to the Allen-Hay Motor Co. and PP&L buildings. The frame structure, which once housed Bob Curtis radio and television repair shop, has been vacant for some time. No one appeared at the public hearing on the building. "The owner couldn't meet building code requirements without rebuilding the entire structure," said Jerry Branton, city engineer. Owner is Bernard Krohn.

Curry County Reporter
Gold Beach-------3-25

Camp Reservation Fee To Be $1.00

Harris Beach park north of Brookings has been added to the list of state campgrounds that will take reservations. This year a $1.00 fee will be charged for reservations.

Last year was the first time reservations had been tried but no fee was charged. Reservations are made by calling the parks. Other parks that accept reservations are: Sunset bay, Honeyman, Beachside, Beverly beach, Cape Lookout, Detroit lake, Cove Palisades, Prineville reservoir and Wallowa lake.

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prospects [illegible]

By Eldon Barrett

OLYMPIA. — (UPI) — Chances that the Leg[illegible]re would establish a new [illegible] transportation department were slim when the current session started. Those chances now are about none unless Gov. Dan Evans can come up with a formula for the proper grease.

With Lt. Gov. John Cherberg casting his first tie-breaking vote this session, the Senate Thursday gave a House transportation department measure (HB549) the "deep-six" by shuttling it off on Sen. Gordon Walgren's State Government Committee, where two similar measures have been gathering mold for two months or more.

The House stayed up late Wednesday night to pass its bill, 63-34.

Vote reconsidered

When the measure came over to the Senate on April Fool's day, Cherberg assigned it to Walgren's committee. The Bremerton Democrat said he should have the measure because he had the other two.

But Sen. Nat Washington wanted it in his Highways Committee where, he contended, its chances of survival were much better.

Consequently, the Ephrata Democrat moved to take the bill away from Walgren's group and the Senate went along with Washington, 26-22.

But then Sen. August Mardesich, D-Everett, moved that the vote be reconsidered, and after a bit of spirited wheedling around the chamber, this won, 27-21.

Cherberg breaks tie

When it finally came showdown time, Sen. William Gissberg, D-Lake Stevens, switched from his original position, putting the count into a 24-24 deadlock because the 49th member, Frank Foley, D-Vancouver, was absent because of the death of his mother Wednesday.

Within seconds after the tie was announced, Cherberg took a deep breath and voted "no."

Washington had told the Senate he could come up with a compromise which would permit a highway commission to continue operating in conjunction with the superagency proposed by Gov. Evans.

Under the governor's measure, transportation and highway functions now held by the Highway Commission, Highway Department, Toll Bridge Authority, Department of Motor Vehicles, Urban Arterial Board, Aeronautics Commission, Traffic Safety Commission and Canal Commission would come under one head.

'Pork Barrel' charged

And that is the rub with most opponents of Evans' bill. Such an arrangement, they contend, would place a lot of additional power in the hands of a man subservient to the governor.

"One big political pork barrel," is the way one lawmaker described the proposed superagency.

But the Senate — now for the third time—has put the "pork barrel" in cold storage.

Even so, the refrigerator could be reopened if Evans came up with the right password.

Daily Jnl. of Commerce
Seattle------------4-1

Oregon Highway Commission OKs various projects

SALEM. — The Oregon State Highway Commission approved agreements and took other actions involving highway projects. The commission:

—Approved a federal-aid secondary project in Jackson County at an estimated cost of $420,000. The 1.7-mile project involves grading, curbing, and paving on the Head Road-Airport Road section of Biddle Road (FAS 15-107).

—Approved financing with FAS funds a 0.55-mile project on the Fifth St.-Oak St. section of the Rogue Valley Highway in Phoenix, Jackson County. The project involves widening the existing southbound city street within the present right-of-way to provide 44 ft. between curbs. Total cost is estimated at $200,000.

—Approved a state-county program agreement to develop an all-weather-surface road to the Painted Hills State Park in Wheeler County at a total cost of approximately $10,000.

—Approved an agreement with the City of Beaverton covering the improvement of the Beaverton-Jamieson Road section of the Beaverton-Hillsdale Highway in Beaverton. Plans call for right-of-way acquisition, drainage, grading, paving, curbing, signing and striping. Cost of the project, including right-of-way, is estimated at $325,000.

—Confirmed approval of the proposed acquisition of the Kershaw property in the amount of $100,000 to be added to the Harris Beach State Park in Curry County.

—Approved three project requests for the federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS), one each from Albany, Beaverton, and Gladstone. Corvallis requested the cancellation of a previously approved project. Albany's request involves the upgrading of a traffic signal, widening Queen and Calapooia Sts., and channelization on South Pacific Boulevard and Queen St. and railroad droparm gates on Queen St. at an estimated cost of $115,000. The project in Beaverton involves the realignment of a 400-ft. section of S. W. Sixth St., to remove three sharp curves, at an estimated cost of $22,000. The City of Gladstone project involves the installation of a traffic signal at the intersection of S. E. McLoughlin Boulevard and S. E. Glen Echo Ave. Cost of the project is estimated at $30,000.

—Approved a request from Astoria for the development by the state of an areawide TOPICS plan for the city's urban area. The agreement provides for a traffic analysis of the physical and operative characteristics of the major routes within the Astoria urban area to develop a plan of TOPICS projects and priorities.

Eagle, Vernonia-- 3-25

Letter Seeks Re-Allocation Of US 30 Funds

State Highway Commission members ~~have been~~ asked to allocate elsewhere in Columbia County money that would have been spent to loop Highway 30 to the west of Scappoose.

Scappoose officials some weeks ago turned thumbs down on a state proposal to build along the westerly route.

Since it is state policy to respect the wishes of local governments in such instances, the bypass may not be built for some years—and about $5.5 million will be available for road construction somewhere else.

Members of the Board of County Commissioners have written a letter asking that this amount be made available for highway improvement in Columbia County.

The letter, addressed to commission Chairman Glen L. Jackson of Medford, asks consideration of the improvement of Highway 30 in the Rainier area, with emphasis on the point where it skirts the site of the Trojan nuclear power plant.

And it notes that officials of the Portland General Electric Co. have predicted that Trojan will attract some 200,000 visitors a year—all of whom will arrive in motor vehicles.

The letter also points out that much of the highway mileage in this county does not meet present-day safety standards

By HENNY WILLIS
Of the Register-Guard

SALEM — The mayor of Springfield told a Senate committee Monday that cities should be allowed to set their own speed limits.

Mayor John McCulley testified before the Senate Committee on Traffic Safety in support of SB 442, which would allow cities to establish speed limits.

Currently, the Oregon State Speed Control Board (OSSCB) sets speed designations for all roads and streets not under the control of the State Highway Division. This includes city streets.

McCulley cited a few recent examples of instances when the City of Springfield disagreed with the speed designated by the OSSCB for certain streets.

One example McCulley used was High Banks Road, for which the board set a limit of 40 miles an hour and the city wanted it set at 25. The final disposition of the OSSCB was a designated speed of 35 mph.

City knows better

"All we're asking," McCulley told the committee, "is to let the cities set speed limits when we want to. We know our situations better than a man from the state who spends maybe 12 hours checking traffic flow."

McCulley was also critical of the 80 percentile criteria used by the OSSCB to establish speeds within cities.

Under this criteria, the OSSCB checks a certain area for traffic speeds and usually designates the speed at that level driven by 80 per cent of the vehicles over a given time.

"The 80 percentile is a bad principle," McCulley said. "The drivers along those streets aren't necessarily residents who live there."

Chester Ott, administrator of the Motor Vehicles Division and chairman of the OSSCB, opposed SB 442. Ott said the current practice of state-imposed speed designations is necessary to have uniformity of speed laws.

Engineer opposes bill

Another witness was the engineer for Douglas County, who opposed the bill on the grounds that state control serves to eliminate local pressure groups from dictating speed limits to local governing bodies.

Rep. Jack Craig, D-Eugene, a co-sponsor of SB 442, told the committee that the measure is permissive in nature, allowing cities to either set their own speed limits or give this duty to the OSSCB.

The committee took no action on the bill following Monday's hearing.

The bill was introduced at the request of the Springfield City Council, which had previously asked the state to study a number of city streets to determine adequate speed zones.

One of the projects will be self-supporting. The others require non-reimbursable financing.

A bond issue of $600,000 would construct a low-level reservoir near Pendleton Community Hospital to serve the southwest area of the city, and would further develop a well at Mission. The bond issue would be retired with water department revenues, requiring no taxation.

A bond issue of $150,000 is needed to pay the city's one-fourth share of cost of building the Emigrant-Frazer couplet from the Highway 395 interchange to SW 4th Street. Total project cost is about $800,000 and the state of Oregon will pay three-fourths of it. The city has made a down payment of its share by installing a storm sewer at a cost of $50,000.

We need not belabor the importance of this project. The traffic load on Emigrant has been growing annually for several years. It is heavy throughout the day. At peak periods the congestion is almost intolerable. Only a couplet will alleviate the problem. There isn't any other way.

The third project requires bonding in the amount of $120,000 for construction of a fire station in the southwest area of the city and purchase of ambulances and a fire truck.

The recommendation that the city take over ambulance service came from a broad-based committee. Firemen would operate the ambulances.

Providing more reliable fire protection for the southwest area of the city has been with us for a long time. Fire equipment called to the southwest can be blocked by a train at a crossing of Union Pacific tracks. It has been recognized throughout the city for some time that residents of the southwest sector are unfairly deprived of adequate protection. We have for too long talked about this inequity. The time has come to remove it.

These projects can be accomplished with less debt service obligation through the next 20 years than we have been carrying. Debt service the last 10 years has averaged $66,316. Approval of these bond issues would establish the debt service at $51,880.

The cost is not exorbitant. The necessity that the projects be undertaken seems obvious.

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said Tuesday that if Scappoose residents can't agree on the rerouting of U.S. Highway 30 through their community, the $5.5 million allocated for the project will be used between Scappoose and St. Helens.

Forty five Columbia County residents came to Salem Tuesday to ask the Highway Commission to give more priority to improving the highway in Columbia County.

CIRCUIT COURT Judge Donald Kalberer of St. Helens told the commission that construction of the Trojan nuclear plant near St. Helens will make road needs "a dire emergency." Trojan will attract industrial development, population, and tourists, he said. There is a dispute over whether the new highway should go east or west of town. The Highway Commission favors a west side route, saying the alternative would cost $3 million more than is available for the project.

A $420,000 project for improving 1.7 miles of Biddle Road in Jackson County has been approved by the commission.

The impropement, providing four 12-foot lanes and a dividing center strip, will be financed mostly with federal funds. Only $84,000 of state money will be involved.

The commission also approved financing with federal funds a half-mile project on the 5th Street-Oak Street section of the Rogue Valley Highway in Phoenix.

Commission Chairman Glenn Jackson also said Tuesday that work will start soon to construct passing lanes on portions of Highway 38 between Drain and Reedsport.

Andy Nasberg of Coos Bay made a plea for improvingment of the highway, which is heavily traveled by large trucks.

Nasberg said 48 different trucking firms make 9,393 trips a month over the highway, amounting to 12.7 million miles a year.

Daily Tidings----- 3-30
Ashland

Highway Project Approved For Jackson County

706

SALEM (UPI) — A $420,000 project for improving 1.7 miles of Biddle Road in Jackson County was approved by the State Highway Commission today.

The improvement, providing four 12-foot lanes and a dividing center strip, will be financed mostly with federal funds. Only $84,000 of state money will be involved.

The commission also approved financing with federal funds a half-mile project on the 5th Street-Oak street Section of the Rogue Valley highway in Phoenix.

The project involves widening the southbound city street to 44 feet. Cost is estimated at $200,000, with the city paying 25 per cent.

Washington residents because of the Umatilla Toll Bridge, an engineering study concluded today.

The study was made by Tudor Engineering Co. and paid for by the Umatilla and Wasco County Toll Bridges.

Representatives of Umatilla and Wasco counties, bridge managers and engineers will meet at 4 p.m. today in Vancouver, Wash., to discuss the report with Washington Highway Department officials.

The study is part of the attempt to convince Washington it should join with Oregon in operating the bridges after they have been paid for. Umatilla Bridge Manager Gene Hiatt has predicted that if present traffic continues, the Umatilla bridge bond will be retired in 1975, several years ahead of schedule.

In-depth surveys were conducted Dec. 17-21, 1970, and Jan. 15-16 in which bridge users were interviewed. State, county and local government departments and chambers of commerce also were consulted.

The study says the Umatilla Bridge saves Washington drivers $75,000 a year by offering a shorter route to Eastern Oregon and points east from the Seattle-Puget Sound-Yakima Valley area.

The shorter route offered by the bridge for Spokane-Tri City traffic into Oregon saves Washington drivers $210,000 a year, the report says.

"Merchants in the Tri-City area realize a net balance of approximately $900,000 per year from Oregon patrons utilizing the bridge," the report says.

The potential growth of irrigated farming on both sides of the Columbia River, "if realized, will greatly contribute to the traffic desiring to cross the Umatilla Toll Bridge."

The Umatilla Bridge was completed in 1955. The $8.1 million cost was borne by revenue bonds, which are being paid off with tolls.

The issue of how the bridges will operate in the future comes up because federal law forbids tolls once the bridges are paid for.

The Oregon Highway Commission has agreed to place the bridges on the state highway system and to assume maintenance responsibility on the basis that Washington will cooperate, with each state assuming 50 per cent of the obligation.

The World------3-30
Coos Bay

Highway 38 Work Slated

/6

SALEM (UPI) — Highway Commission Chairman Glenn Jackson said today that work will start soon to construct passing lanes on portions of Highway 38 between Drain and Reedsport.

He responded to Andy Nasburg, of Coos Bay, who made a plea to the highway commission to improve the highway which is heavily traveled by heavy trucks.

Nasburg said 48 different trucking firms make 9,393 trips a month over the highway, amounting to 12.7 million miles a year.

Capital Journal, Salem------------------ 3-26

Call for ACTION

364-6811

Money Goes Where It Should

Question: A year ago the State of Oregon passed a law requiring licenses for pickup campers. The revenue from this source was to be used to improve and expand existing campsites and create new ones. What was the total number of campers licensed? How many campsites were improved and expanded? How many new ones were created? How much of the license fees goes for administrative costs? Is any of this revenue channeled into any other state agency? — Allen Davey, Rt. 1, Dallas.

J 3 2

Answer: During 1970, according to information provided by State Parks Superintendent David G. Talbot, the Motor Vehicles Division registered 31,196 camper units, for a total of $3[illegible]6,185. In all, $1,826,538 was collected in recreational vehicle fees and transferred to the state highway fund. These include campers, mobile homes, motor homes and travel trailers. State law specifies that these funds "shall be used by the Highway Division for the acquisition, development, maintenance, care and use of park and recreational sites." Only expenses involving park construction, improvements and land acquisition are charged to the account, not administrative or planning costs.

Mail Tribune, Medford---4-1

Decision Delayed On BCATS Regional Transportation Plan

A decision concerning a regional transportation plan for the Bear Creek urban area has been postponed for another three weeks to a month.

Members of the Bear Creek Area Transportation Study (BCATS) administrative policy committee last night approved a recommendation from the group's technical committee which asked for the delay.

The delay will permit Jackson County to study in detail some traffic pattern changes and projected traffic loadings on certain streets which have been included in the City of Medford's major street plan.

City's Plan

The city's plan is the work of a Bear Creek Area Transportation Study committee appointed by Medford Mayor William A. Singler. The committee has been working 16 weeks and finished the plan last week. The plan is a modification of the regional transportation plan included in the BCATS interim report and incorporates additional information and data supplied by the Oregon State Highway Department's computer center.

The new data was supplied two weeks ago and the delay will provide the county an opportunity to study the impact of Medford's plan on the county road system.

The BCATS interim report, released in June, 1970, is based on a fourth future test system, a computer projection of traffic flows to 1985. Medford has incorporated information into its major street plan which was obtained from a fifth future test system computer read-out.

The fifth computer test results have shown a change in projected traffic on the west side of the city. Jackson County wants to learn if the changes made in Medford's proposed plan have caused the traffic changes reflected in the fifth test system.

Specific Areas

Specific areas of study will include McAndrews Road, North Ross Lane between McAndrews Road and West Main Street, West Main Street from Hamilton Street to Oak Grove Road and Stewart Avenue.

Medford's plan was formally presented to Mayor Singler during a press conference this morning. Robert McIntyre, chairman of the city's BCATS study committee, made the presentation.

The plan will now be considered by the planning commission and the city council before it is adopted.

Public hearings will be held by both the planning commission and the city council before the street plan is approved. Once approved, it will then be submitted to the BCATS administrative policy committee for inclusion in the overall regional transportation plan.

Journal of Commerce
Portland---------4-3

JUMPOFF JOE JOB

GRANTS PASS (djc)—A contract has been awarded to Robert D. Copeland of Grants Pass in the amount of $746,873 for construction road on the Jumpoff Joe Creek-Louse Creek Section, FAS 170-102 in Josephine County by the Oregon State Highway Commission.

The Oregonian
Portland-------3-31

Study Funded

ASTORIA (Special) — The State Highway Commission Tuesday approved a traffic safety study for the Astoria urban area. The city and state each will pay $1,200, with the federal government providing $3,600. Major traffic routes will be studied to determine a plan of projects and priorities.

Enterprise
Drain-----------4-1

Highway Man Honored With a Special Dinner

by Mrs. C. W. Henderer
correspondent

ELKTON—Mr. John Levenhagen was guest of honor at a retirement dinner held at Arlene's Cafe March 19th. Mr. Levenhagen had worked for the State Highway Department for 37½ years. Guests included: Mr. and Mrs. Frank Westcott, Mr. and Mrs. Marvin Jeffcoat, Mr. and Mrs. Warren Van Loon of Yoncalla, Mr. and Mrs. Tom Hescock, Mr. and Mrs. Roy Addington, Mrs. Paul Jordan, all of Drain. Mr. and Mrs. Henry Fryer of Scottsburg; Mr. and Mrs. Delmer Wilson, Mr. and Mrs. George Snodgrass, Mr. and Mrs. Harold Householder, all of Reedsport, Mr. and Mrs. Vernon Officer of Winchester Bay; Mr. and Mrs. Dean Levenhagen, Mrs. Myrtle Elledge of Springfield; Mr. and Mrs. Carl Moore, Mrs. John Levenhagen of Elkton. Mr. Levenhagen was was presented with a fishing rod and reel to enjoy his retirement.

Capital Journal
Salem------------3-31

Road Project Is Approved

A $420,000 project for improving 1.7 miles of Biddle Road in Jackson County was approved by the State Highway Commission Tuesday.

The improvement, providing four 12-foot lanes and a dividing center strip, will be financed mostly with federal funds. Only $84,000 of state money will be involved.

The commission also approved financing with federal funds a half-mile project on the 5th Street-Oak street Section of the Rogue Valley highway in Phoenix.

The project involves widening the southbound city street to 44 feet. Cost is estimated at $200,000, with the city paying 25 per cent.

The Oregonian, Portland--------------------------------4-2

Scenic Trails Bill Passes Committee

SALEM (Special) — A bill establishing a Scenic Trails System in Oregon cleared a Senate committee Thursday with a "do pass" recommendation.

But the measure (Senate Bill 126) was missing an important provision — one giving the State Highway Commission limited authority to condemn rights-of-way through private lands.

Sen. Hector Macpherson, R-Albany, moved to delete all references to condemnation from the bill.

His motion passed 5-2, and then the Senate Environmental Affairs Committee voted 7-0 to send the bill to the Senate floor.

The trail system is intended to complement the Scenic Rivers System voted by the people in 1970.

It is contemplated that much of the trail system developed would be through public lands.

Sen. Victor Atiyeh, R-Beaverton, said he was always concerned about granting power to condemn private property. "It should not be used indiscriminately," he added.

Spotlight, Scappoose--------------------------------------4-1

Highway 30 Funds To Be

By County Report

JACKSONVILLE — Prior to a presentation on county planning, members of the Jacksonville planning commission Thursday considered several matters of importance.

The application of Mrs. Ida Clearwater for a conditional use permit for property on C Street near the Jacksonville post office met with approval. Mrs. Clearwater plans to conduct a mail order business, the restoration of old photographs and the repair and sale of dolls for collectors.

A motion supporting action by the city council on the question of permission to use plastic pipe within the city was opposed on the grounds that it would be superfluous. The council Tuesday night referred the plastic pipe question to the water committee for further investigation.

Historical Zone

Three separate requests for inclusion of property in the historic zone were discussed. One was a request by the Southern Oregon Historical Society for the inclusion of such properties as the Jacksonville Museum and the Beekman House. One was a petition signed by 16 householders for the inclusion of individual residences. The third was the request by Melvin Schuler for the inclusion of property he is restoring (the Colvig house).

The tenor of the discussion was that until the general plan for Jacksonville is accepted or rejected by the city council it would be difficult for the planning commission to make a decision, therefore, the council will be encouraged to act. Former commission chairman Robert O'Sullivan explained that an extension of the historic zone or "spot zoning" for historic properties are both possible under provisions of the general plan. He also said that the creation of a secondary blending zone could be created under general plan provisions. This zone would not be as restrictive as the historic core area.

Commission chairman Jack Pfeifer appointed John Dunlap and Ha[illegible] Ross to meet with the [illegible]ric Preservation Committee and study the matter further with a report to be made at April 1 meeting of the planning commission.

David McDonald of the Jackson County Planning Department made a lengthy report on preliminary aspects of countywide planning. He illustrated his remarks with a series of overlay maps of the area surrounding Jacksonville for the distance of several miles.

Only generalities were available at this stage, but McDonald did explain the concepts involved and the necessity of the present to prepare for the future in an orderly fashion.

When questioned about the specific effect of proposals to relocate Oregon 238, he said that whatever the final decision of the State Highway Commission on the matter is will have a bearing on county plans. He did state that if the highway is relocated outside Jacksonville care should be taken to make the arterial a limited access road to avoid the problems of strip building.

Capital Journal
Salem---------3-31

Road Project Is Approved

A $420.000 project for improving 1.7 miles of Biddle Road in Jackson County was approved by the State Highway Commission Tuesday.

The improvement, providing four 12-foot lanes and a dividing center strip, will be financed mostly with federal funds. Only $84,000 of state money will be involved.

The commission also approved financing with federal funds a half-mile project on the 5th Street-Oak street Section of the Rogue Valley highway in Phoenix.

The project involves widening the southbound city street to 4[illegible] feet. Cost is estimated at $200,000, with the city paying 25 per cent

---

Bulletin
Bend---------3-20

Roadwork begins

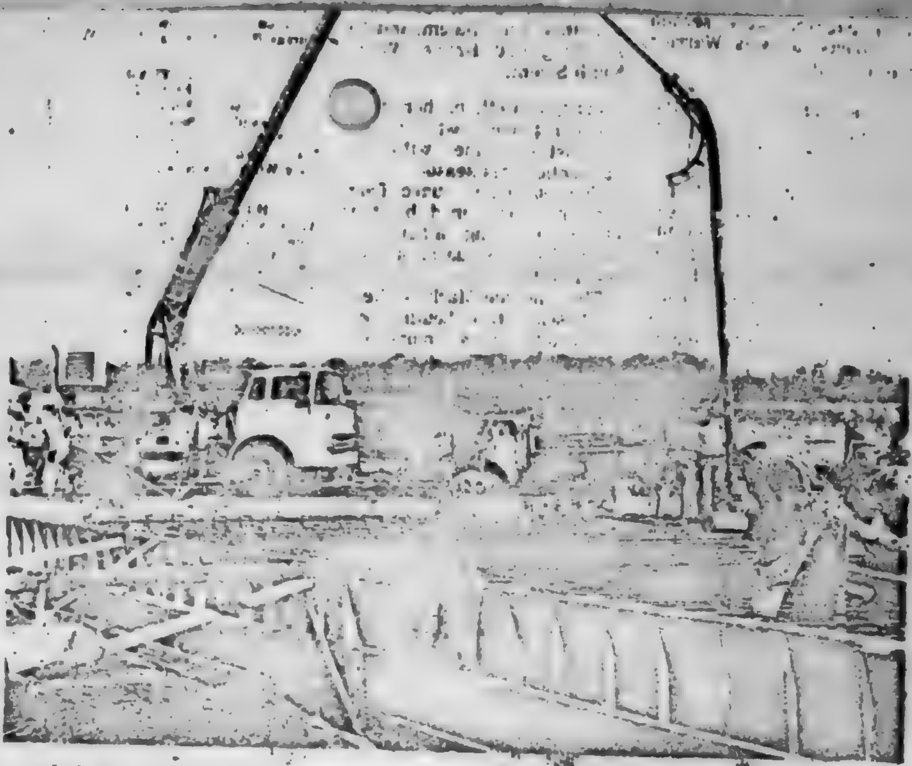
Construction is under way on the widening of a section of highway north of the city, according to state highway department officials. Completion of the project is planned for the first week in July.

The project calls for the widening of Highway 97 north from its intersection with East First Street to its intersection with O.B. Riley Road, the old Redmond Highway.

The 1,800-foot section will be widened to four lanes, according to Bryant Jackmond, regional maintenance engineer for the Oregon Highway Department. Cost of the project, to be paid entirely by state funds, is estimated at $20,000.

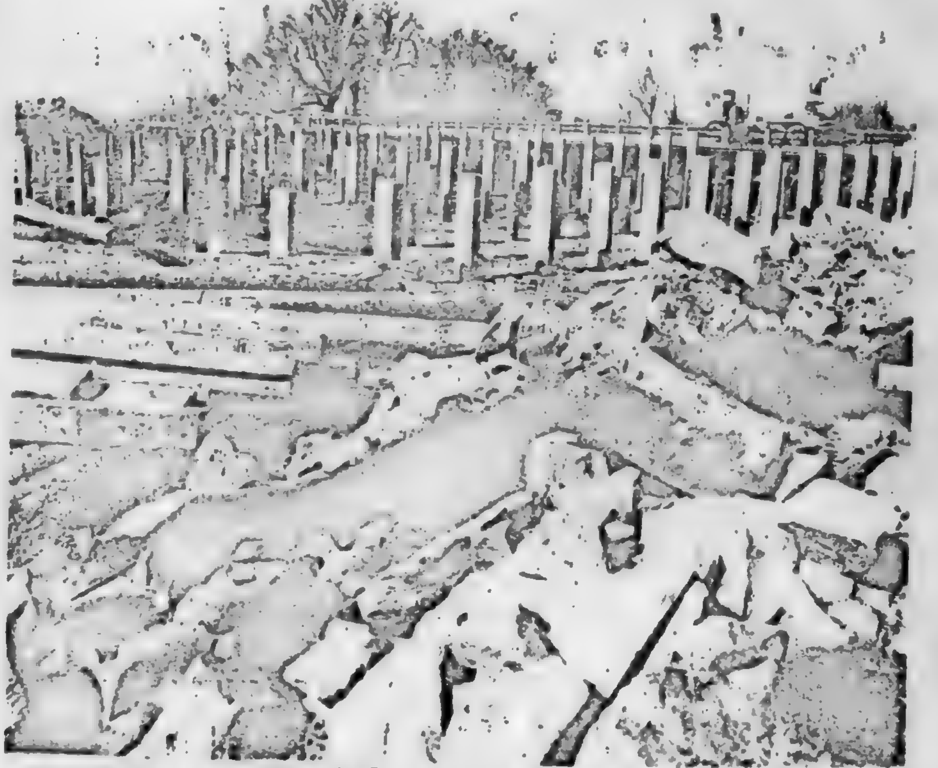
The construction project is part of a planned widening of the one-mile segment of the highway which connects the north city limits to the Highway 20 overpass, Jackmond said.

The entire segment will be widened to four lanes within the next two years, Jackmond said, subject to the availability of funds for the project.



Highway widening includes bridges

Final deck concrete was poured this week (top photo) on the smaller of four bridge structures being added in a $2-million widening project on Highway 34 between Riverside Drive and Highway 99E. Largest of the four structures will be across the Calapooia River (bottom photo), where pilings are ready for superstructure work to begin in April. Stach Construction Co. of Portland has the subcontract for bridges, with Morse Brothers Inc. of Lebanon as prime contractor. When the project is completed by late September, the four-lane section of Highway 34 will extend 2.7 miles further from Corvallis than it now does. (Staff photos by Stanford Smith)



Capital Journal
Salem---------3-31

Funds May Be Diverted

State Highway Engineer R. L. Porter said Tuesday that if Scappoose residents can't agree on the rerouting of U.S. Highway 30 through their community, the $5.5 million allocated for the project will be used between Scappoose and St. Helens.

Porter responded to a delegation of 45 Columbia County residents who asked the Highway Commission to give more priority to improving the highway in Columbia County.

Circuit Court Judge Donald Kolberer of St. Helens told the commission that construction of the Trojan nuclear plant will make the road needs "a dire emergency." Trojan will attract industrial development, population, and tourists, he said.

Scappoose residents are divided over whether the new highway should go east or west of town. The Highway Commission favors a west side route, saying the alternative would cost $3 million more than is available for the project.

Now the shoe is on the other foot.

The Republicans are accusing the Democrats of trying to increase taxes. While the GOP members oppose any major tax increase, the Democrats want to increase income taxes in order to provide money for schools and property tax relief.

However, the Republicans might be forced to accept some income tax increase, even though they might call it an adjustment. This could face the

hearings on its own bills by April 1. The goal is to end the session by June 1.

Here is the status of the major legislation:

Appropriations: Both houses have passed the bill to add $24.9 million in school support. This, combined with the reduced revenue estimates, will force the Joint Ways and Means Committee to make drastic cuts in appropriations for state agencies and state salary increases, or persuade the legislature to accept higher taxes.

relief for the poor and people over 65. The fate of the five-cent cigarette tax increase is far from settled. The Senate has voted to give existing property tax relief only to home owners. It now goes to all classes of property. A bill to tax churches and lodges has been tabled in committee, but this issue is far from dead.

Education: The Education committees are still holding hearings on teacher tenure. The Joint Ways and Means Committee is trying to figure out a way to force school

is still alive. These are several proposals to give state aid to private colleges but nothing has jelled because of doubts that it would be constitutional.

Welfare: The House Task Force on Welfare has proposed better job training and more thorough fraud investigation. There has been no action yet.

Elections: The jockeying over legislative reapportionment has begun, with Eastern Oregonians proposing plans to save their seats. The Senate has voted to extend the

in doubt, would be submitted to the people if the legislature votes for it

Environment: The Senate will vote next week on ending field burning in January, 1975. Bills still active in committee would require cleaning up of oil spillage, establish a committee to regulate estuaries, require a five-cent deposit on bottles and cans, create a nuclear energy council, prohibit nuclear power plants for five years, and limit motor vehicle exhaust. The House has voted to establish a $25 minimum fine for littering.

Oregon Journal, Portland--------------------------------------3-31

Fight Looms On Milwaukee Deal With SP

By ROLLA J. CRICK
Journal Staff Writer

A tough fight appears to be shaping over a proposal by the Milwaukee Road to run its trains to Brooklyn Yard in Southeast Portland for interchange with the Southern Pacific Co.

Expected to object strongly at an Interstate Commerce Commission hearing scheduled at 9:30 a.m. Monday in the Multnomah Building is the Union Pacific Railroad and possibly some property owners in Eastmoreland who fear this could be a prelude to another plea to expand the Brooklyn Yard.

TO THE FEARS of the property owners, Southern Pacific answers that it has no intention to enlarge Brooklyn Yard. It unsuccessfully sought city permission to do so in 1968.

"We don't believe Milwaukee's traffic will cause insurmountable overloads of Brooklyn" an SP spokesman said. "It is traffic mainly bound for south of Portland and if Milwaukee could come directly into Brooklyn from the north ~~for the~~ interchange it would reduce congestion in the Hoyt St. and Portland Terminal Co. areas.

"As far as Southern Pacific is concerned, we are obliged to accept traffic to points south of Portland and to California and that traffic comes to us anyway, whether direct to Brooklyn or through the Portland Terminal Co. and the Hoyt Yard.

"IT'S MORE advantageous to Milwaukee to turn its traffic over to SP direct at Brooklin than to turn it over to the Terminal Co. and have it then turned over to SP. Portland is a gateway to the Southwest for Milwaukee and Milwaukee is eager for a direct SP connection."

Currently, cargo interchanged from the Milwaukee Road to Southern Pacific is through Portland Terminal Co. which is jointly owned by SP, UP and the Burlington-Northern. What is at issue in this case, so far as the ICC is concerned, is an application based on an agreement signed between SP and Milwaukee in February, 1970 for joint use by the two railroads of tracks from the east approach to the Steel Bridge to Brooklyn Yard.

IT ALSO MEANS that Milwaukee trains would be crossing the Steel Bridge, of which Union Pacific is a co-owner with SP.

"We don't feel that this situation will in any way improve handling of our traffic and it will end up with some kind of preferred handling of Milwaukee traffic," a UP spokesman said in explaining his company's opposition.

"We also see it putting additional pressure on Brooklyn Yard and SP may renew efforts to get the property rezoned. Often now we do not get our own transfers (of traffic) handled as soon as we would like and many times SP says it does not have power units available to handle the interchange or its yard is too full.

"The way we read it (the application) Milwaukee would take all its trains to Brooklyn and SP would act as their agent and shuttle cars back to the depot yard near the Steel Bridge and to Portland Traction under the Marquam Bridge and to the Albina Yard of Union Pacific."

UNION PACIFIC'S motives for opposition are understandably competitive. The company estimates that Milwaukee's access to Portland will dilute UP traffic to the tune of $5.5 to $6 million which, stated another way, means Milwaukee could be carrying 17,000 to 19,000 cars per year that UP will no longer carry.

The Burlington-Northern, which railroad sources say may lose even more traffic to Milwaukee, is remaining neutral. Under the merger agreements creating Burlington-Northern, BN agreed to let Milwaukee into Portland.

A factor in the present case is what will happen at SE 17th Ave. and Powell Blvd. until the recently approved railroad underpass is constructed. At the moment, Milwaukie operates one train into Portland and if most of it goes on to Brooklyn and cars are shuttled back to the north there could be some additional periods of automobile traffic delay on Powell Boulevard.

Oregon Journal, Portland--------------------------------------3-31

U.S. Funds Sought For 3 Road Projects

SALEM — Three project requests for federal-aid traffic operations programs were approved Tuesday by the Oregon Highway Commission. The projects, at Beaverton, Albany and Gladstone, are designed to increase highway capacity and safety.

The Albany request involves upgrading of a traffic signal on South Pacific Blvd. at Queen St., widening on Queen and Calapooia Streets, channelization on South Pacific Boulevard and Queen Street and railroad droparm gates on Queen Street at an estimated cost of $115,000, of which $23,000 will be the cost to the state. Southern Pacific Co. will pay an estimated $25,000 as its share of the cost of railroad protection.

THE BEAVERTON project involves realignment of a 400-foot section of SW 6th Street to remove three curves at an estimated cost of $22,000, of which $4,400 will be the cost to the state.

The Gladstone project is for the installation of a traffic signal at SE McLoughlin Blvd. and SE Glen Echo Ave. That project's cost is estimated at $30,000, of which $6,000 will be the cost to the state.

An agreement with Beaverton was approved covering improvement of the Beaverton-Jamieson Road section of the Beaverton-Hillsdale Highway in Beaverton. Cost of the project is estimated at $325,000.

Approval was granted to Wheeler County to make repairs to Muddy Road, which traverses parts of land along the John Day Scenic Waterway southerly from Clarno. The road serves several ranches and a commercial recreation development known as Chapperal Ranch.

APPROVAL also was given to:

—A state-county program to develop an all-weather surface road to the Painted Hills State Park in Wheeler County, with a cost to the state of approximately $50,000.

—A 1.7-mile federal-aid secondary project involving grading, curbing and paving on the Head Road-Airport Road section of Biddle Road in Jackson County at an estimated cost of $420,000, of which $84,000 will be the cost to the state.

—Financing with federal-aid secondary funds a .55 mile project for widening the 5th Street-Oak Street section of the Rogue Valley Highway in Phoenix, Jackson County, at a cost of $200,000, with a 75 per cent state and 25 per cent city ratio in effect.

Capital Journal----3-31
Salem

State Allows Traffic Plan

The Oregon Highway Commission approved Tuesday a request from Astoria for development of a traffic safety plan in the city's urban area.

The federal-state plan will cost $6,000, of which the state will pay $1,200. The plan will be developed by the State Highway Division's traffic section.

The commission also established a 25-mile-per-hour speed limit on the Peter Iredale Road in Fort Stevens State Park between Ridge Road and the beach parking area.

Oregon Journal----3-31
Portland

Park Lease Probe Asked

By DICK JOHNSON
Journal Staff Writer

SALEM — The State Parks Advisory Committee was asked Tuesday to scrutinize state policy on leasing of parks to organizations.

The request came from Glenn L. Jackson, State Highway Commission chairman, as the commission deferred approval of the leasing of a part of Jesse Honeyman State Park in Lane County near Florence to the Western Rivers Girl Scout Council for use as a group camp.

JACKSON questioned the advisability of such leasings, and warned that "the commission is gradually getting into trouble" because of such pressure on state parks outstripping the space available.

Jackson asked the commission meeting, "Have we a moral right to tie up part of the park for any organization?" R.L. Porter, highway engineer, said he thought it was legal "but whether morally correct is a matter of judgment."

A delegation of about 45 Columbia County residents was told by Porter that $5.5 million allocated for a rerouting of U.S. Highway 30 at Scappoose will be used for highway improvement between Scappoose and St. Helens unless Scappoose residents come to an agreement of the rerouting.

Register-Guard---3-18
Eugene

Park plan favored

SALEM (AP) — The House has passed and sent to the Senate a bill to allow the Oregon Highway Commission to donate park lands to other governmental bodies.

☑ DR. ☑ COOR. ☑ GE ☒ RE ☑ GE
☑ UPE ☑ GE ☒ RE ☒ RPE ☐

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

April 8, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attn: Mr. Glen Green
Engineering Coordinator

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Dear Mr. Simpson:

The northerly portion of the proposed project is in close proximity to the Medford Municipal Airport; however, assurance is given that it will have no adverse effect on the functional operations of the airport.

The Medford Airport is situated on an elevated bench and the proposed roadway facility will be constructed on the low ground at the foot of the bench west of the airport, thus causing no obstacles to possible aircraft flight patterns. A U.S.C. & G.S. Bench Mark shows an elevation of 1,308.775 at the airport and design plans indicate that the elevation of the finished grade of the new roadway is 1,295 at the north end of the project.

The major portion of the project will follow the same grade and alignment of the existing roadway, except that the northerly 2,000 feet will veer westerly on new alignment across low ground. This will allow through traffic to bypass congested areas in the immediate vicinity of the airport. It is also intended to connect existing Airport Road and Biddle Road to the new facility which will provide safer and more uncongested access to the airport parking areas and administrative facilities.

In conformance with the Bear Creek Area Transportation Plan, Jackson County proposes to extend the Biddle Road improvement northwesterly to Central Point and in doing so, will follow the present plan of keeping to the low ground in order not to be in conflict with airport operations. It is further understood that Jackson County now has jurisdiction and control of the Medford Airport; therefore, it can be assumed that the County will not develop a road system that will jeopardize any airport development.

Very truly yours,

R. L. Porter
State Highway Engineer

By:
H. S. Cox
County and City Engineer

RHP:ljt

8481

RECEIVED
MAR 25 1971
FOR FILING

March 25, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 8

Head Road - Airport Road Section
FAS 15-107 (Biddle Road)
Jackson County

The estimated date of filing for federal-aid funds on this project is June 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

cc: R. B. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
C. T. Keasey
George Thorton

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Head Road-Airport Road Section
FAS 15-107 (Biddle Rd.) Jackson Co.

March 25, 1971

FROM: Applicant Agency State Highway Division Salem
Address

Contact Person L. H. Young 6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes........ No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Eight (8) City Medford

County Jackson Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application........

---

4. **Estimated Project Cost**

Federal Share $ 252,000
Loan........ Grant X

Local Applicant Share (Jackson County)
(if any) $ 84,000

State Agency Share $ 84,000

Other (Specify) $........

Total $ 420,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ 84,000 Highway

Indirect Cost Reimbursement

No X Yes........ $........
(Approx)

Will Federal share change: No X

Yes, from........% to........%

When........

5. **Period Covered by Projects**

Beginning date July 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 1 year

Approximate ending date August 1973

Will renewal be requested? Yes.............. No X

6. **Estimated Application Filing Date** June 1, 1972

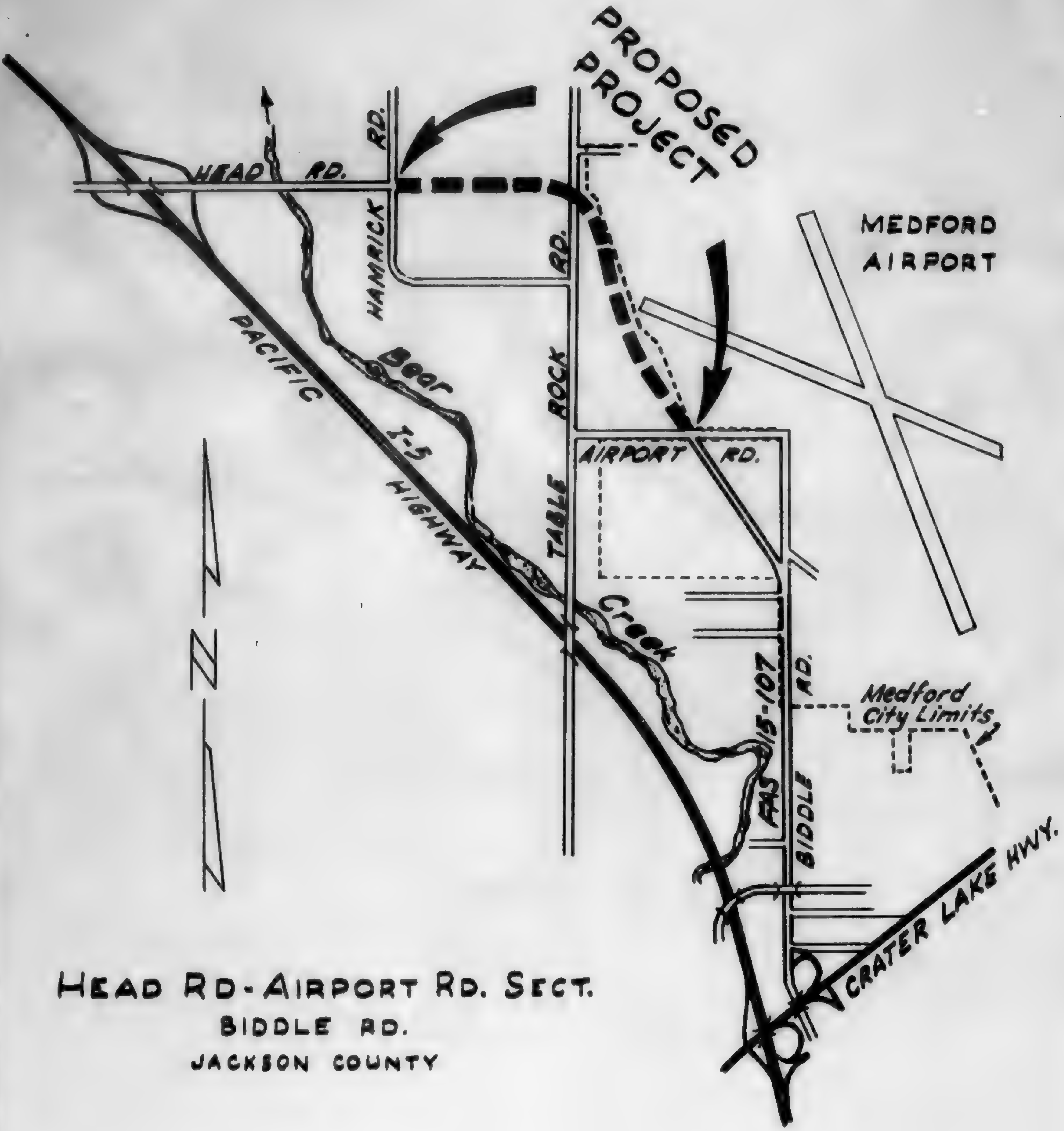
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

HEAD ROAD-AIRPORT ROAD SECTION, FAS 15-107 (Biddle Rd.) Jackson County

This project is to do the preliminary engineering, and to grade, drain, base, curb, and pave with AC a roadway 68-feet in width. The roadway will have four 12-foot travel lanes, a 16-foot median, and 2-foot shy distance from the curbs. No sidewalks are anticipated.

This project is related to the "Goals for a Livable Oregon" by completing the extension of Biddle Road to provide improved access from Interstate 5 to the Medford Airport and the northerly bedroom area of the City of Medford.

See attached map for geographical location.


PROPOSED PROJECT
MEDFORD AIRPORT
HEAD RD.
HAMRICK RD.
TABLE ROCK RD.
AIRPORT RD.
PACIFIC I-5 HIGHWAY
Bear Creek
FAS 15-107
BIDDLE RD.
Medford City Limits
CRATER LAKE HWY.
N

HEAD RD-AIRPORT RD. SECT.
BIDDLE RD.
JACKSON COUNTY

9481

RECEIVED
MAR 23 1971
FOR FILING

March 22, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed Federal Aid Secondary project in Jackson County.

The County is requesting a grading, curbing, and paving project on the Reed Road-Airport Road Section of Biddle Road (FAS 15-107). The FAS funds required for this project are estimated to be $420,000, of which $84,000 will be the cost to the State.

This project has been investigated and is eligible for FAS funds.

This matter will be on the agenda for the March 30 meeting and I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
V. E. Skoog
H. S. Cox
C. T. Kessey

HR:ljt fn

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 19, 1971

SUBJECT: Proposed FAS-C Project

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

BUILDING

Attached are 12 copies of the tabulation, with map attachment, describing an FAS-C project in Jackson County.

This request by Jackson County is to grade, curb and pave the Head Road-Airport Road Section of Biddle Road, FAS 15-107.

This project has been investigated and is eligible for the use of FAS funds. The total FAS funds required is estimated to be $420,000, of which $84,000 will be the cost to the State.

If satisfactory, this project should be presented to the Highway Commission for approval at the March 30, 1971 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

RECEIVED
MAR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

[redacted] FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS

County	FAS	Section	Programmed Amount	State Share
Jackson	15-107	Head Road-Airport Road Section, Biddle Road. Grade, curb and pave 1.7 miles.	$ 420,000	$ 84,000
		TOTAL	$ 420,000	$ 84,000

SUMMARY BY FISCAL YEARS	1971	1972	TOTAL
Allocated Funds	$ 5,067,000	$ 5,054,000	$ 10,121,000
Approved Projects (corrected to date)	5,067,000	1,324,000	6,391,000
Unprogrammed Balance	--	$ 3,730,000	$ 3,730,000
Projects Proposed: 3/30/71	--	420,000	420,000
Unprogrammed Balance	$ --	$ 3,310,000	$ 3,310,000

~~71-~~
~~3/10/71~~

copy for minutes

JACKSON COUNTY
Proposed Project (1971) Funds

FAS 15-107: Head Road-Airport Road Section, Biddle Road. Grade, drain, base, curb, and pave 1.7 miles. $420,000.

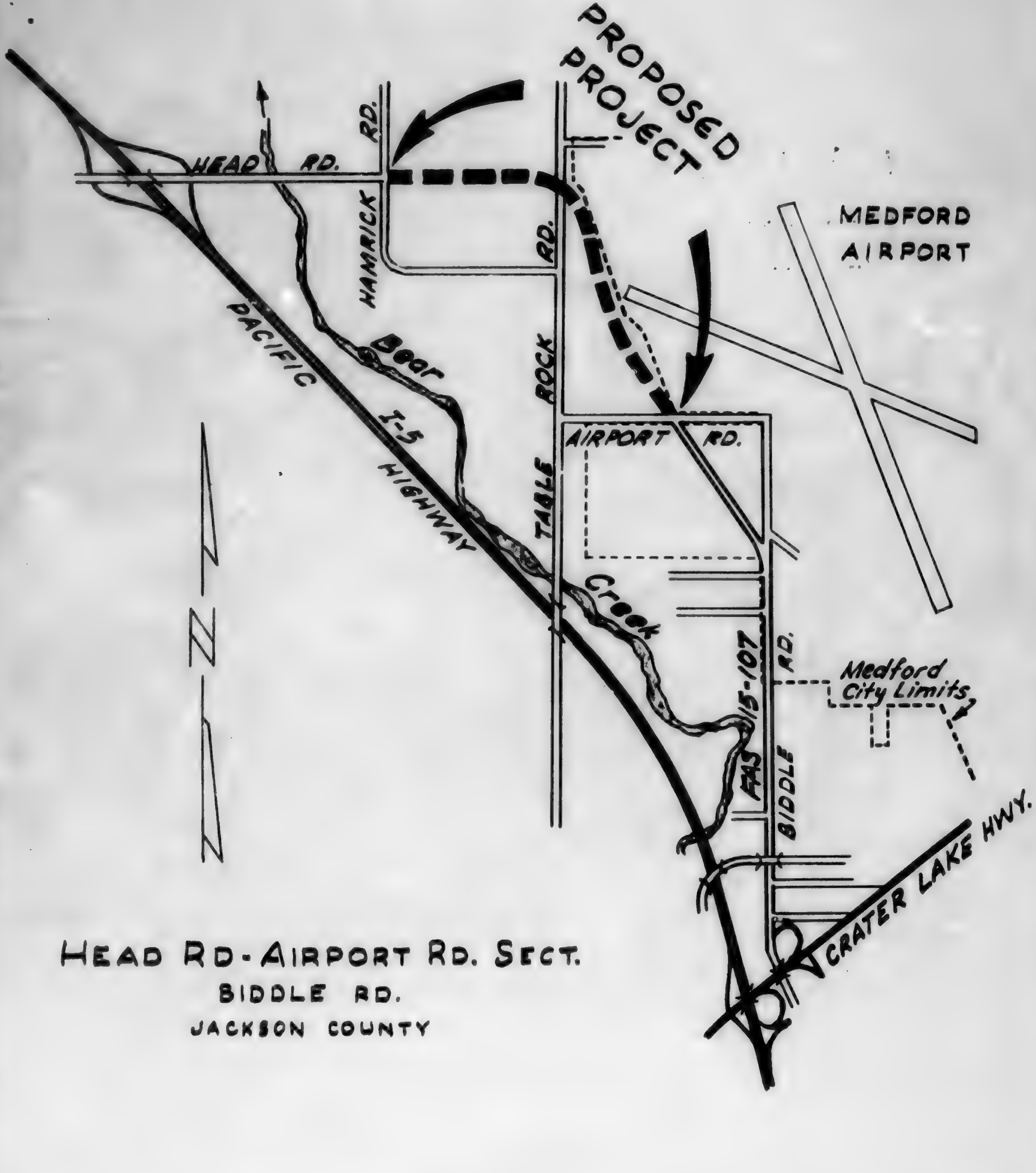
This request is to grade, drain, base, curb and pave with AC a roadway 68 feet in width. Roadway to have four 12-foot travel lanes, 16-foot median, and 2-foot shy distance from the curbs. No sidewalks.

State to make survey and plans. State to do striping at county expense.

Additional right-of-way and the detour are county responsibility. County will furnish and install traffic control signs.

Hearing is required.

71-c
3/18/71


PROPOSED PROJECT
MEDFORD AIRPORT
HEAD RD.
HAMRICK RD.
TABLE ROCK RD.
AIRPORT RD.
PACIFIC I-5 HIGHWAY
Bear Creek
FAS 15-107
BIDDLE RD.
Medford City Limits
CRATER LAKE HWY.
N

HEAD RD-AIRPORT RD. SECT.
BIDDLE RD.
JACKSON COUNTY

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

FAS 15-107

To Hwy Comm
3/30/71

February 18, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Oregon State Highway Division
City - County Section
State Highway Building
Salem, Oregon 97301

ATTENTION: Mr. H. S. Cox

Re: FAS-C Application
Biddle Road, FAS 15-107
Head Road - Airport Road Sec.
Jackson County

Dear Sy,

Attached is an FAS-C Project Request and vicinity map for the next section of Biddle Road.

The County is requesting a survey, plans and specifications and programing of FAS-C funds for this project.

Very truly yours,

Robert J. Carstensen

Robert J. Carstensen
Director of Public Works

RJC:tlr

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ OPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Jackson FAS No. 15-107
County Road Name Biddle Road
Section Name Head Road - Airport Road Length
Type of Project Drainage, grading, paving and curbs (road project).
Location of Project (Attach sketch map) Medford Area
ADT ____ Road Class (Highway Standard) A-4

Is this request for county bridge design only? Yes ____ No X
or for County FAS bridge design? Yes ____ No X

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete Width ~~64~~ 68' curb to curb per William Gaddis 3/8/71
2. Shoulders: Type curbed section Width ____
   (NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
   By County ____ County Date of Completion ____ By Contract X
4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract X
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____
5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract X
6. Binder Course:
   By County ____ County Date of Completion ____ By Contract X
7. Traveled Surface & Shoulders:
   By County ____ County Date of Completion ____ By Contract X
8. Clearing:
   By County ____ County Date of Completion ____ By Contract X
9. Curbs:
   Curbs Required? Yes X No ____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) Type "A" Curb
   Width between Curbs ~~64'~~ 68' per William Gaddis 3/8/71
10. Are A.C. footpaths behind curbs desired? Yes ____ No X
11. Are there any structures to be replaced or altered? Yes ____ No X
12. Will replacement be by: County ____ Contract N/A
    (NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No N/A

14. Will County adjust structure to additional width? Yes ____ No N/A

15. Will adjusted width be standard? Yes ____ No N/A
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No X

17. Does County wish sight posts installed? Yes ____ No X

18. Does County wish guard rail installed? Yes ____ No X

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No X

20. Will traffic signals be required? Yes X No ____
If yes, give location and type: To be determined during survey.

21. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

Remarks re Section I: ____

~~II. BRIDGE PROJECT DATA~~

~~1. Name of river or stream ____~~

~~2. Name of bridge ____~~

~~3. Location (please attach map with location marked): ____~~
~~Section ____ Township ____ Range ____ W.M.~~

~~4. Desired width of bridge ____~~
~~(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)~~

~~5. Are sidewalks desired? Yes ____ No ____~~
~~Upstream ____ Downstream ____ Width ____~~

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. ________________________________
____
____
____

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain ________________________________
____
____
____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes ____ No ____

10. Detour:
Required? Yes ____ No ____
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No ____
By Contractor? Yes ____ No ____
Traveled surface: Type __________ Width __________
Shoulders: Type __________ Width __________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No ____
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes________ No________ Size__________

Company____

b. Sanitary sewer mains: Yes________ No________ Size__________

Company____

c. Storm sewer: Yes________ No________ Size__________

Company____

d. Gas mains: Yes________ No________ Size__________

Company____

e. Power lines: Yes________ No________ Size__________

Company____

f. Telephone lines: Yes________ No________ Size__________

Company____

g. Other Utilities:____

____

16. Does County wish provisions made for future utility attachment to structure? Yes________ No________

17. Does County wish lightpost bases and conduit installed?
Yes________ No________

18. Does County wish complete job of illumination in project?
Yes________ No________

19. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____

____

____

____

Remarks re Section II: ___________________________________

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes __X__ No ______
   By County? Yes ______ No ______
   (Note: If project is canceled, County must pay for survey.)
2. Does County have any survey data? Yes ______ No __X__
3. Construction plans and specifications to be prepared:
   By State? Yes __X__ No ______
   By County? Yes ______ No ______
4. Does County desire center line to be permanently monumented as part of project? Yes ______ No __X__
5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No __X__
   (Note: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum none Minimum ______

2. Is any additional right-of-way needed? Yes X No ______

3. Will right-of-way be acquired by: Resolution ______ or Deed X

4. Should State prepare options? Yes ______ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ______ No X

6. Should material source site be included in right-of-way descriptions? Yes ______ No X

7. Is there any merchantable timber on right of way? Yes ______ No X

8. Will timber be reserved for owner? Yes ______ No X

9. Will timber become property of contractor? Yes ______ No X

10. Is a hearing necessary? Yes X No ______
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ______ No X
If yes, give type and name of utility company: ______

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ______ No N/A
If yes, give type and name of utility company: ______

13. Are utilities on existing right-of-way by permit N/A or by franchise
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ______ No X
If yes, give name of irrigation company or district ______ and dates between which water can be turned off: From ______ To ______

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline N/A Siding ______ Total ______

18. Sight Distance: N/A ____ (Left) ____ (Right)

19. Number of Trains: Passenger N/A Speed ____
Freight ____ Speed ____

20. Angle of Intersection: N/A

21. Type of Existing Crossing:
Grade N/A
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs N/A Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No N/A

25. Will railroad crossing be altered? Yes ____ No N/A
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes ____ No X
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes X No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes N/A No ____

29. Will P.U.C. application be made by State N/A , or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: ______ Section ____ Township ______ Range ______ W.M.
4. If County lease, what are royalty payments? ______
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Aggregates ____
   Location ______
   Miscellaneous Items: ______

Remarks re Section V All materials to be furnished by contractor.

VI. FINANCIAL DATA

1. Estimated Cost: $ 420,000.00 @ $300,000/Mi.
2. Available FAS Funds: $ Ample
3. Date match money is available: When requested
4. Will there be any 100% County money? Yes ____ No X
5. Maximum amount of 100% County money available: $ ______
6. Date County requests letting: July 1, 1972

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is not complete without an attached exhibit showing location of project.

By ______
County [redacted] or Comm. Chairman

By ______
County Commissioner

By ______
County Commissioner

By ______
County Engineer or Roadmaster

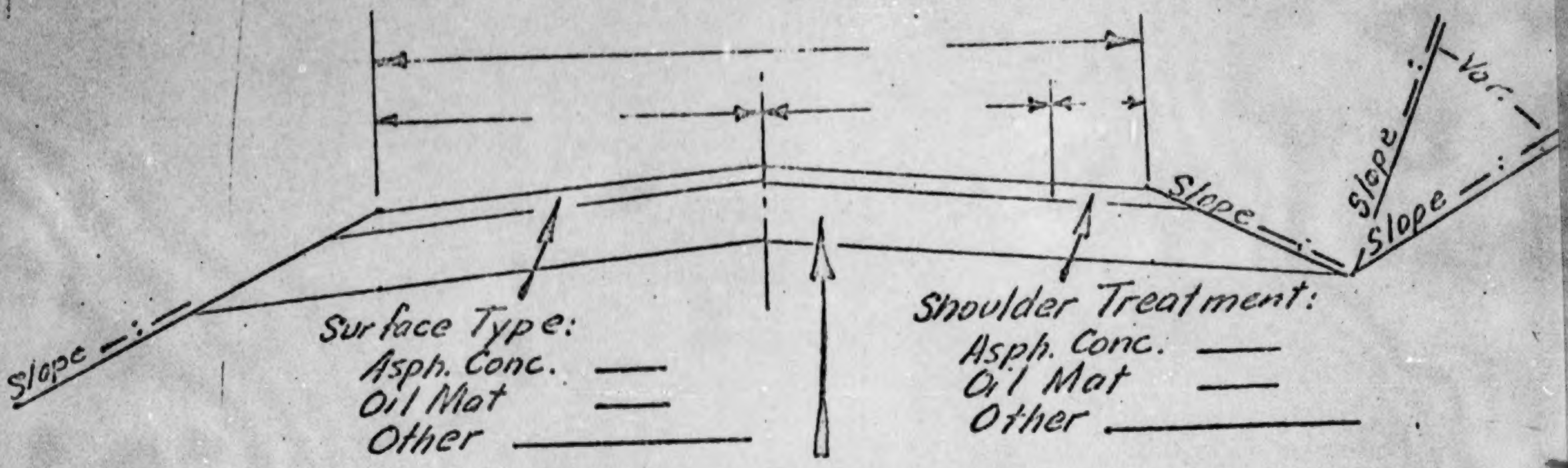
County JACKSON
Date Feb. 24, 1971

Robert H. Prange
O.S.H.D. Field Engineer

Date 3-10-71

69-a, FAS-C

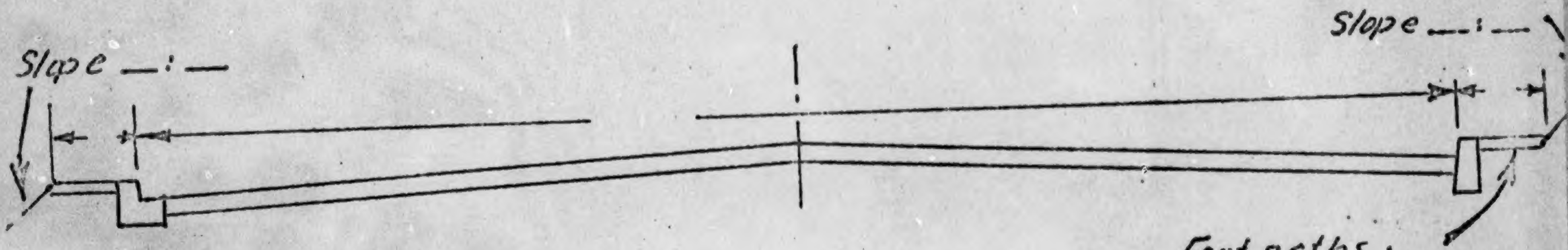
TYPICAL SECTION


Slope —:—
Slope
Slope
Slope —:—
Var.
Slope —:—

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

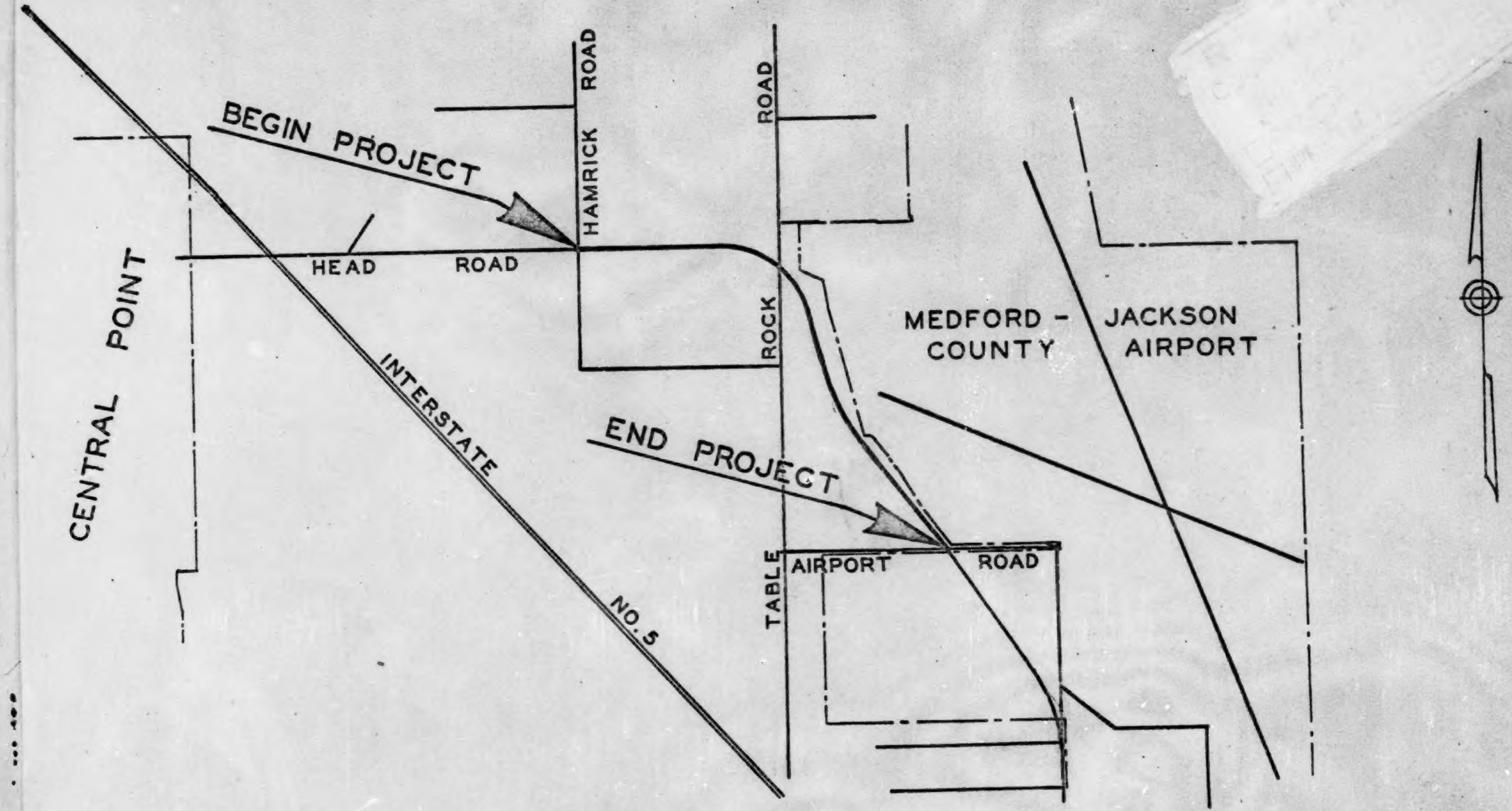

Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes 4
Lane Width 12'
Shoulder Width ___ or Shy Dist. from Curb 2'
Median Width ~~12~~ 16
Total Width between Curbs ~~64~~ 68

Curbs
Type "C" ___
Curb & Gutter ~~type~~ "A"
Other ___

RECEIVED
COUNTY & CITY SECTION
MAR [illegible] - 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ SE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐


BEGIN PROJECT
HAMRICK ROAD
HEAD ROAD
CENTRAL POINT
INTERSTATE NO. 5
TABLE ROCK ROAD
MEDFORD - JACKSON COUNTY AIRPORT
END PROJECT
AIRPORT ROAD

VICINITY MAP

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with #8464 Ends with: 8481 cont. on Reel 191

FLASH CARDS:

Remarks:

Reel No. 190 Reduction Ration 21 X Project No

Camera: Name Bell & Howell Model File Master Film 16 mmm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this ______ day of ______________ 19 ______ photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature ______________________________